

The Autocar

10 APRIL 1959

ONE SHILLING

SPECIAL NUMBER

# The Autocar

FOUNDED 1895

LARGEST CIRCULATION

SPORTS AND  
RACING CARS



## DISC BRAKING FOR THE EVERY DAY DRIVER

*Quicker than you think*

Disc Brakes are no longer remote from the everyday motorist. Lockheed, always first with new safety developments for the general public, will shortly be supplying them in quantity for family cars.

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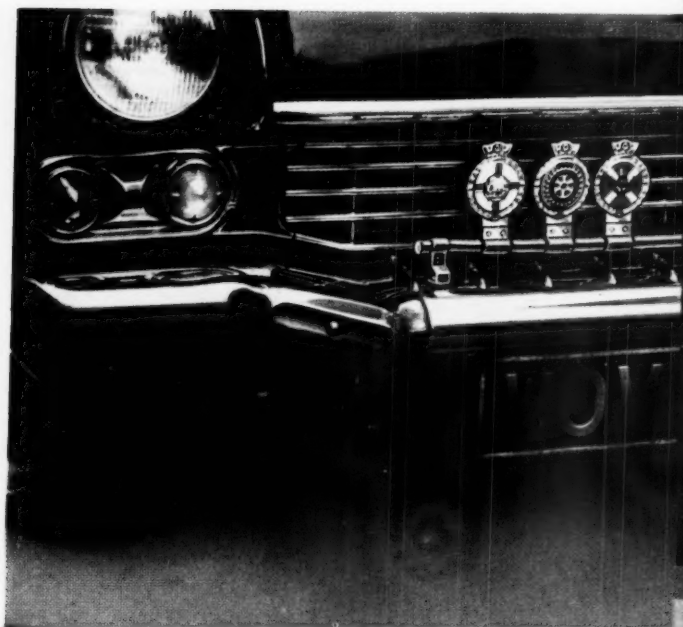
REG. TRADE MARK

# DISC BRAKES

*FOR MOTORING MILLIONS*

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the luxury-extra you can afford

Make your car distinctive by fitting these eye-catching badges. There's a magnificent range to choose from, each badge made to jewellery standards. Glowing vitreous enamel colours and deep, long-lasting chrome add a touch of luxury to your car. Go in for Gaunt—craftsmen in metal for over 200 years.

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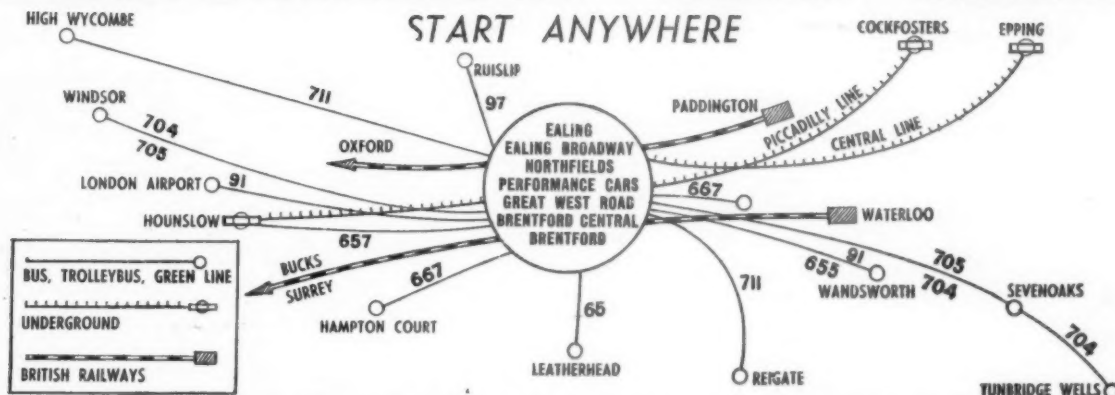
Ask to see the GAUNT range-folder at any good outfitters, store or garage. Or write for address of your nearest stockist to:

**J. R. GAUNT AND SON LIMITED**  
5 WARWICK ST., LONDON W.1. TELEPHONE GERRard 2862/3





# REGULATIONS FOR THE DAILY PERFORMANCE CARS RALLY



1949 ALVIS drophead, black, 1 ..... £345  
 1949 ALVIS 14 h.p. drophead, black ..... £265  
**AUSTIN**  
 1958 A35, Court grey, one owner ..... £515  
 1957 METRO, f/h, red/ivory, RH1 ..... £635  
 1957 A35 van, privately used, grey, H1 ..... £355  
 1955 A30 Countryman, spotless green, H2 ..... £425  
 1952 A40 Sports, spotless blue, RH ..... £375

**AUSTIN HEALEY**  
 NEW Sprite, cherry red, immediate ..... £673  
 NEW SPRITE, cherry red extras, immediate ..... £707  
 NEW SPRITE, white/red, extras, immediate ..... £694  
 NEW SPRITE, beige, extras, immediate ..... £700  
 1958 BN6, blue, 1,963 miles, EFHOTW1 ..... £1,195  
 1957 BN4 Six port, blue, AFHOQRSTW ..... £975  
 1957 BN4 hardtop (cost £90), blue, OWHQSI ..... £965  
 1955 BN1 hardtop, spotless green, AHOQTW ..... £695  
 1955 BN1 beautiful red, HOPW2 ..... £665  
 1955 BN1, white/red showpiece, HOW2 ..... £645  
 1955 BN1, beautiful example in green ..... £635

**BENTLEY**  
 1950 S.S. saloon, unblemished Claret ..... £1,095  
 1937 4½ Park Ward saloon, good history ..... £295  
 1936 3½ Paddon saloon, superb black ..... £245  
 1934 3½ Park Ward saloon, black/red ..... £145  
 1927 3-litre VDP Tourer, showpiece ..... £500

1958 BERKELEY, green, 1,700 miles, 1 ..... £425  
 1957 BERKELEY, very low mileage, red, 1 ..... £395  
 1938 B.M.W. 328, black/white specimen ..... £395  
 1957 BUGATTI/G.M.C./COTAL ..... £195  
 1951 COOPER M.G. ex Peter Reece ..... £395  
 1949 DAIMLER Barker drophead, RH ..... £345  
 1908 DE DION Tourer, glorious beast ..... £495

**FORD**  
 1958 PERFECT, beige, 6,000 miles, H1 ..... £535  
 1956 ZEPHYR Mark II, unmarked green, H2 ..... £465  
 1956 CONSUL Mark II, ivory/red, H1 ..... £445  
 1955 CONSUL Conv. £120 extras, RH1 ..... £535  
 1955 CONSUL, green, truly a specimen ..... £525  
 1956 PERFECT, light grey/red, R2 ..... £475  
 1956 THAMES, privately used, pale blue ..... £295  
 1954 (Oct.) ANGLIA, duotone green ..... £395

1956 FIAT 1100, superb example, grey, H1 ..... £595  
 1946 H.R.G., aerodynamic roadster, blue ..... £295  
 1937 H.R.G. 1100, all original green ..... £195

**JAGUAR**  
 1958 XK150, f/h, 12,000, DWRH2 ..... £1,545  
 1957 XK140, f/h, pearl grey/red, ORH1 ..... £1,125  
 1956 XK140, drophead, red, CWHFAES2 ..... £965  
 1955 XK140, f/h, black/red, RH2 ..... £795

1955 XK140, drophead, AEHOPRSWX2 ..... £795  
 1951 XK120, spotless white, 8:1 comp. EH ..... £475  
 1948 3½ drophead, handsome in green ..... £275  
 1946 1½ saloon, above average, black ..... £195  
 1938 2½ S.S.100, black, 1958 engine ..... £195

1953 JUPITER, absolute specimen, red, H ..... £425  
 1949 LAND ROVER clean and tidy ..... £195  
 1938 LANCIA 1½ drophead, green, sound ..... £145  
 1951 LEA FRANCIS 2½ saloon, superb ..... £445  
 1950 LEA FRANCIS 2½ Roadster, grey ..... £285  
 1955 LOTUS Mark VIII/M.G. 1500, white ..... £595  
 1955 LOTUS Mark VI/M.G. 1500, silver ..... £425

**PERFORMANCE CODE**  
 A — reversing light P — spot lights  
 B — luggage rack Q — tonneau cover  
 C — "C" type engine R — radio  
 D — disc brakes S — occasional seats  
 E — dual exhaust T — hardtop  
 F — fog light W — wire wheels  
 H — heater X — Michelin X tyres  
 O — overdrive 1 — one owner  
 M — Mods. (Alexan- 2 — two owners  
 der-D, Derington, Mays, Willment)

**M.G.**  
 NEW M.G.A., twin cam, red, immediate ..... £1,278  
 NEW MAGNETTE Mark III, red, on show ..... £1,073  
 1958 M.G.A., f/h, 12,000, WRHBPAL ..... £945  
 1958 M.G.A. Kingfisher blue, 2,000 miles ..... £895  
 1957 M.G.A. f/h, white/black, MH ..... £845  
 1957 M.G.A., f/h, black, extra seats ..... £825  
 1957 (Oct.) M.G.A., black showpiece, HBQ1 ..... £775  
 1956 MAGNETTE, grey showpiece, H1 ..... £765  
 1956 MAGNETTE, superb black/beige, H2 ..... £745  
 1955 MAGNETTE, pastel blue/red, H ..... £695  
 1954 T.F., unblemished red, H2 ..... £575  
 1954 T.F., superb example in black, HX ..... £545  
 1954 T.F., beautiful black specimen ..... £545  
 1954 T.F., grey/red, average one ..... £535  
 1954 T.F., red, Stage II, BFHQX ..... £495  
 1953 T.D., hardtop, spotless red H2 ..... £485  
 1953 T.D., enthusiast maintained, grey/red, 2 ..... £465  
 1953 T.D., unmarked green specimen, H ..... £445  
 1953 T.D., well maintained red example ..... £445  
 1953 T.D., really exceptional, black, RH ..... £445  
 1952 T.D., absolute specimen in red ..... £445  
 1952 T.D., unmarked ivory/red ..... £445  
 1952 T.D., 1958 engine, green/beige ..... £435  
 1950 (Sept.) T.D., exceptionally clean, red ..... £395  
 1950 T.D., nice dark green example ..... £365  
 1947 1½ saloon, beautifully maintained ..... £295  
 1946 T.C., beautiful red specimen ..... £345

1946 T.C., black, very tidy ..... £265  
 1939 T.A. Tickford, duotone green, tidy ..... £265  
 1939 T.A., black, enthusiast maintained ..... £195  
 1938 2-litre drophead, grey, sound ..... £95  
 1937 2-litre drophead, black/beige ..... £135  
 1936 P.B., very tidy, white example ..... £185

1938 MERCEDES BENZ, drophead ..... £195  
 1957 MORGAN/T.R.3, 2-seater, green, 1 ..... £695  
 1956 (Nov.) MORGAN/T.R.3 Tourer, 1 ..... £645  
 1955 MORGAN 2 seater/T.R.2, white/black ..... £495  
 1953 MORGAN 2 seater, excellent car ..... £395  
 1952 MORGAN 2 seater, red showpiece ..... £425

**MORRIS**  
 NEW OXFORD Trav., duo tone, immed. .... £1,013  
 1957 MINOR 1000 4-door, green/grey, 1 ..... £545  
 1957 MINOR 1000 Conv., pale green, H2 ..... £538  
 1957 MINOR 1000 Conv., unmarked black ..... £538  
 1955 OXFORD, black showpiece, H2 ..... £545  
 1955 MINOR Travellers, green, roof rack, ..... £518  
 1955 MINOR Conv., green, RHM2 ..... £445  
 1954 MINOR Conv., spotless green, H2 ..... £415  
 1951 MINOR Tourer, really exceptional ..... £345

**RILEY**  
 NEW 2.6, duotone maroon/beige, immediate ..... £1,411  
 NEW 1.5, Damask red, immediate ..... £663  
 1958 1.5, Monte mods. (Young/Hill) ..... £795  
 1958 1.5, grey/white, Speedwell mods, H1 ..... £745  
 1954 1½ saloon, maroon with biscuit, H1 ..... £645  
 1952 2½ saloon, one owner, green ..... £465  
 1952 2½ saloon, well maintained, black ..... £395  
 1948 2½ saloon, very tidy ..... £275

NEW RENAULT Dauphine, yellow ..... £758  
 1956 ROLLS-ROYCE Silver Cloud ..... £3,950  
 1954 ROVER 90, beautiful example, RH2 ..... £625

**TRIUMPH**  
 1958 T.R.3A, hardtop, red, DHORTX1 ..... £945  
 1956 (Dec.) T.R.3, spotless red, RHPI ..... £675  
 1955 (Oct.) T.R.2, absolute specimen, red ..... £645  
 1955 T.R.2, ivory/black, hardtop, HX1 ..... £645  
 1955 T.R.2, green, exceptional, HRX2 ..... £615  
 1954 T.R.2, light grey, OQWX ..... £565  
 1954 T.R.2, superb example in green, H ..... £495  
 1954 T.R.2, nice black example, ABHTX ..... £495  
 1952 RENOWN, well kept, black/beige ..... £375  
 1949 Roadster 2000, unmarked black ..... £345

1934 TALBOT 105, supercharged, 2/4 seater ..... £295  
 1950 VANGUARD, blue, exceptional, HP ..... £265  
 1958 V.W., Karmann Ghia, 3,000 miles, showpiece, duotone red/black, H1 ..... £1,075  
 NEW WOLSELEY 15/60, grey/blue, immed. .... £991  
 NEW WOLSELEY 1500, green, immediate ..... £796

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A

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Leather upholstery, individual front seats, pile  
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VICTOR DE LUXE PRICE **£565** + £283.17s. PT (£848.17s.)

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VICTOR ESTATE CAR PRICE £605 + £303.17s. PT (£908.17s.)

## Everyone

# about 2 Victors



## *The Autocar, Road Test Report.*

"It is a compact but roomy four seater, with very large luggage locker; it is quite lively and economical, and easy to drive. Handling qualities are above average in its class, and it has good brakes. This Victor is a very satisfactory choice for family motoring . . ."

## *The Motor, Road Test Report.*

"... the Victor was one of the most untiring of orthodox cars to drive on a long journey which has come the way of 'The Motor' for some time . . . Great pains have obviously been taken to ensure silence, the engine being exceptionally quiet for a car of this class . . ."

## *Sunday Times, Ian Nickols.*

"It goes along twisty roads almost like a little sports car . . . Above all, the steering itself is positive and at the same time finger-light, so that women like it for shopping as much as experienced drivers of either sex appreciate its accuracy at speed."

## *Evening News, W. R. Paulson.*

"Already over 150,000 Victors have been built and sold. With the added smartness afforded by the new — and let it be added, British — lines, I do not doubt that the Victor will be an even greater success in the second stage than it was in the first."

## *Daily Mail, Courtenay Edwards.*

"... a good looking, reliable car, easy to drive, comfortable to ride in with a top speed of around 75 miles an hour and the ability to do more than 30 miles to the gallon."

## *Manchester Guardian.*

"... extremely easy and safe to drive. The roadholding, steering and brakes could not be faulted . . ."

## *Evening Standard, Robert Walling.*

"Petrol consumption worked out at 35 miles to the gallon. More sedate handling would certainly improve this figure to nearer 40."

That is what *professional* critics say, but it's your own opinion that matters most to you. Put one of these Series 2 Victors through its very lively paces over your own favourite route. You'll find yourself in enthusiastic agreement with the experts. See them at your Vauxhall dealers today. Try them too.

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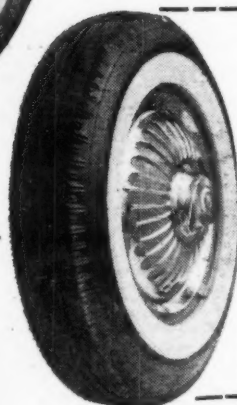


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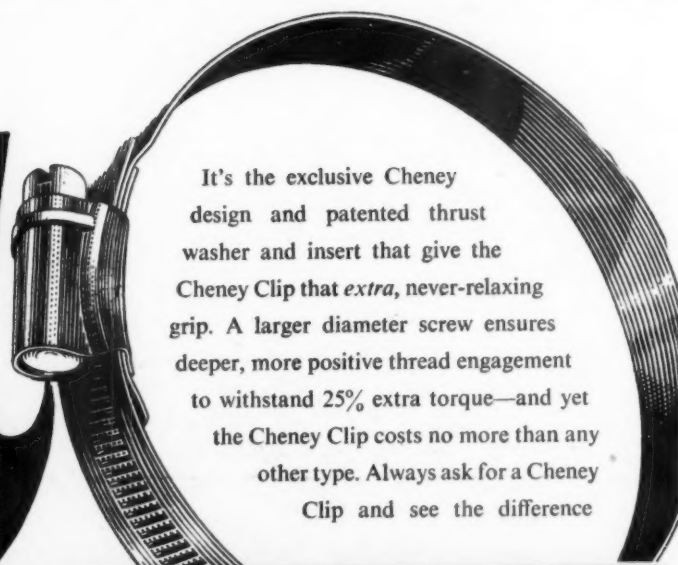


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the clip  
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# A Sprite for the Spring!



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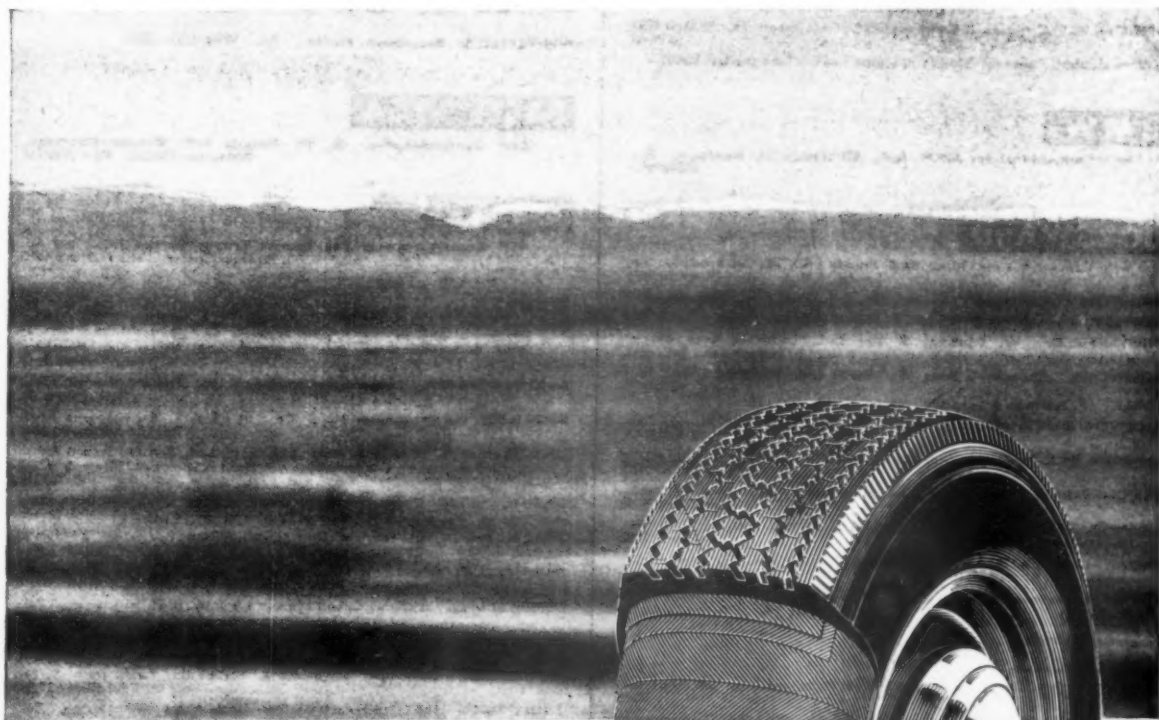
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Sole Concessionaires: Anthony Crook Motors Ltd., High St., Esher.  
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Hersham Tel.: Walton-on-Thames 687

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Sole Concessionaires: Thomson & Taylor (Brooklands) Ltd.,  
Portsmouth Road, Cobham, Surrey. Tel.: 2848/9  
LONDON, W.I. S. Morris & Company, 40 Conduit Street. Tel.: REGent 0424  
(6 lines)

NEW MALDEN. Beverley Motors, Coombe Road Tel.: Malden 3232/3

## B.M.W.

Sole Concessionaires: A.F.N. Ltd., 400 London Rd. Hounslow. Tel.:  
HOU 0011

## BORGWARD

Sole Concessionaires: Metcalfe & Mundy Ltd., 280 Old Brompton Rd.,  
London, S.W.5. Tel.: FREmantle 5471

BRIGHTON. Dyke Motors Limited, 111, Dyke Road. Tel.: Brighton 28947

BROMLEY. Chris Steele Cars Ltd., 59, Masons Hill. Tel.: Ravensbourne 9647

CHESTERFIELD. W. Machent & Son Ltd., Lockford Lane Garage,  
Stonegravel. Tel.: 4615

GUILDFORD. Coombs & Sons (Guildford) Ltd., Portsmouth Rd. Tel.:  
62907/8/9

HORLEY. F. Fairman & Sons Ltd., Victoria Road. Tel.: Horley 17

LEIGHTON BUZZARD. Reg. Timms (Motors) Ltd., 16, North St. Tel.:  
2561/2564-5

LONDON, W.I. Rodney Howard & Co. Ltd., 16 Albemarle St. Tel.: HYDe  
Park 7166/1527

MANCHESTER 1. County Garages (Manchester) Ltd., Sackville Street,  
Tel.: Central 8011 & 4620

SLOUGH. Broughton Motors, Colnbrook By-Pass, Brands Hill. Tel.:  
Colnbrook 2708

THORNTON HEATH. Brookside Motors (Croydon) Ltd., 132 Brigstock Rd.  
Tel.: 4256

WELWYN. Acland & Tabor Ltd., Welwyn By-Pass. Tel.: Welwyn 481

## CITROEN

BIRMINGHAM 21. Radwar Motors Ltd., 9, Hollyhead Road. Tel.: Northern  
7288

BROMLEY. Bromley Hill Garage Ltd., Bromley Hill. Tel.: Ravensbourne  
1194

CHELMSFORD. Cambridge Motors, Springfield Rd. Tel.: 4881

CHESHAM. G. Marshall & Sons Ltd., Germain St. Tel.: 8899

COLCHESTER. Service Garages (South Eastern) Ltd., 85 East Hill. Tel.: 2772

CROYDON. Bale & Co. Ltd., 57-59 South End. Tel.: 3131/2

CROYDON. Croydon Automobile Co. Ltd., 380 London Rd. Tel.: Thornton  
Heath 3686

EARLS BARTON. Abbots Garage Ltd., Earls Barton, Northants. Tel.:  
Earls Barton 344

ESHER. E.F.S. Motors Limited, Kingston By-Pass. Tel.: Emberbrook 3000

GUILDFORD. Connaught Engineering, Portsmouth Road, Send, Surrey.  
Tel.: Ripley 3122/3

KINGSTON. T. W. Hollidge Limited, 46 London Road. Tel.: 6201/2/3

LEIGH-ON-SEA. D. Malcolm (Leigh-on-Sea) Ltd., 939/953 London Rd. Tel.:  
72807

LONDON, S.W.I. C. G. Norman (Westminster) Ltd., 31 Vauxhall Bridge  
Rd. Tel.: VIC 2211

LONDON, S.W.I. Richards & Carr Limited, 35, Kinnerton Street. Tel.:  
Belgravia 3711

LONDON, W.I. T. N. Kendall & Co., 26/30, Portman Close, Baker Street.  
Tel.: Welbeck 4732

LONDON, W.II. John S. Truscott Ltd., 173 Westbourne Grove. Tel.:  
BAY 4271/1861

SOUTHAMPTON. Criterion Garages Limited, 69/70, St. Mary's Rd.  
Tel.: So'ton 22310

WALTON-ON-THAMES. H. W. Motors Ltd. (George Abecassis). Tel.:  
2404-5-6

WHITSTABLE. Kingsdown Motors. Tel.: Whitstable 2244

WORTHING. Worthing Motors Ltd., Broadwater Road. Tel.: Worthing 71

STOURBRIDGE. Worcs. Vann's Service Garage (Est. 1920), 193 Hagley Road,  
Old Swinford. Tel.: Stourbridge 4168-4075

## D.K.W.

Sole Concessionaires: Mercedes-Benz (Great Britain) Ltd., Great  
West Road, Brentford, Middlesex. Tel.: 3070

CHESTERFIELD. W. Machent & Son Ltd., Lockford Lane Garage, Stonegravel.  
Tel.: 4615

LONDON, W.II. John S. Truscott Ltd., 173, Westbourne Grove. Tel.: BAY  
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ROTHERHAM. Wrays of Wickersley Limited, Bawtry Road, Wickersley.  
Tel.: Wickersley 3562

TAVISTOCK. Bere Alston Motors (Tavistock) Ltd., West Bridge. Tel.: 2283

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Sole Concessionaires: H. W. Motors Ltd. (George Abecassis).  
Walton-on-Thames. Tel.: 2404-5-6

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Sole Concessionaires: The Tourist Trophy Garage Ltd., East St.,  
Farnham, Surrey. Tel.: 5363 and 4875

## FIAT

Sole Concessionaires: Fiat (England) Ltd., Water Rd., Wembley.  
Tel.: Perivale 5651

BARTON-ON-SEA. Coopers (Barton-on-Sea) Ltd., Seaward Avenue. Tel.:  
New Milton 21

BROMLEY. Martin Vaughan Motor Co. Ltd. 5 & 7, Ravensbourne Road.  
Tel.: Ravensbourne 2391

CHELTHENHAM. Walker & Watt (Engineers) Ltd., Portland St. and Battle-  
down Service Station, Cheltenham. Tel.: Cheltenham 3814/6 & 52273

CHESTERFIELD. Chesterfield Motors Ltd., Pond Street. Tel.: Chesterfield 3862

DERBY. Swift Motor Services (Derby) Ltd., Alfreton Rd. Tel.: 41324 (3 lines)

DUNSTABLE. Allan Moore Ltd., Pine and Broomstick Garage, Edlesborough.  
Tel.: Eaton Bray 236/259

ESHER, Surrey. Anthony Crook Motors Limited, 14-16, High Street. Tel.:  
Esher 4580

GILLINGHAM. Autoyachts Limited, 171 Pier Rd. Tel.: 59578/9

GUILDFORD. Connaught Engineering, Portsmouth Road, Send, Surrey.  
Tel.: Ripley 3122/3

GUILDFORD. The Grosvenor Garage, Ditch Place, Worplesdon. Tel.:  
Worplesdon 247

GUILDFORD. Pantiles Service Garage Ltd., Portsmouth Rd. Tel.: 5326

HERSHAM. Anthony Crook Motors Limited, Esher Road. Tel.: Walton-on-  
Thames 687

KETTERING, Northants. Grose (Kettering) Ltd., 1, Station Road. Tel.:  
Kettering 2861-2

LONDON, N.8. Jack Williams (Motors) Ltd., 169 Priory Rd., Hornsey.  
Tel.: MOUNtview 5228

LONDON, N.20. T. P. Breen Limited, 1416 High Rd., Whetstone. Tel.:  
HILLside 7741

LONDON S.W.I. Richards & Carr Limited, 35, Kinnerton Street. Tel.:  
Belgravia 3711

LONDON, S.E.13. Premier Motors, 295, Lewisham High Street. Tel.: Lee  
Green 1051

LONDON, W.I. H. C. Paul Ltd., 32 Bruton Place, Berkeley Sq., W.1.  
Tel.: MAYfair 0821/2

LONDON, W.2. Mayfair Garages Ltd., Bishops Bridge Rd. Tel.: AMB 1061  
(4 lines)

LONDON, W.2. S. & S. Motors, 18 Leinster Terrace. Tel.: PAD 6174

LONDON, W.8. J. Davy Ltd., 180/184 Kensington High St. Tel.: WESTern 7181

LONDON W.II. C. V. Rushmer Automobiles, 45 Holland Park Mews.  
Tel.: PARK 5731

PLYMOUTH. Vosper's Motor House (Plymouth) Ltd., City Centre.  
Tel.: 64277/8/9

PORTSMOUTH. Huxford & Son Ltd., West St., Portchester. Tel.: Cosham  
76770

READING. Jack Hill, 271, Oxford Road. Tel.: 54977

RICHMOND, Surrey. Clarence Garages Ltd., Parkshot. Tel.: Richmond 4001

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**SOUTHAMPTON.** H. G. Dobbs Ltd., 117-119, Lodge Road. Tel.: Southampton 25518

**STOCK, Essex.** Mill Road Garage (Stock), Mill Rd. Tel.: 274

**WESTON-SUPER-MARE.** Shrubbery Garages, 55/57/66 Upper Church Rd. Tel.: 1080

**YEOVIL.** L. R. Guppy & Sons, Babylon Hill. Tel.: 2276/7

## GOGGOMOBIL

**BRIGHTON.** St. James Motors, 37-38 Upper St. James St. Tel.: 61414/5

**BROMLEY.** Johnson & Brown 268-272 High St. Tel.: RAVensbourne 7713

**GUILDFORD:** Connaught Engineering, Portsmouth Road, Send, Surrey. Tel.: Ripley 3122/3

**LONDON, S.W.7.** Mansell & Fisher, 93/95 Old Brompton Rd. Tel.: Knightsbridge 7705/6/7/8

**LONDON, W.1.** M.P.H.W. Sales Ltd., 23 Piccadilly. Tel.: GERard 6055

**NETHER BROUGHTON.** Lion Garages (Nether Broughton) Ltd., nr. Melton Mowbray, Leics. Tel.: 406 & 426

**SALISBURY.** Newmans, Milford Garage, Southampton Rd. Tel.: 5374/5

**SIDCUP.** Vaughan Motors, 287 Main Road. Tel.: Footscray 3518

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**SIDCUP.** Vaughan Motors, 287 Main Road. Tel.: Footscray 3518

**SOUTHAMPTON.** Lawton & Wilson, 156 and 264 Millbrook Rd. Tel.: 27744

## LANCIA

Sole Concessionaires: Lancia (England) Ltd., Ealing Rd., Alperton, Wembley. Tel.: Perivale 5656

**LONDON, W.11.** John S. Truscott Ltd., 173 Westbourne Grove. Tel.: BAY 4271/1861

## MERCEDES-BENZ

Sole Concessionaires: Mercedes-Benz (Great Britain) Ltd., 10 Albemarle Street, London, W.1. Tel.: Hyde Park 3351

**AYLESBURY.** Keith Garages Ltd., Bicester Rd. Tel.: 3434/5

**BOURNEMOUTH.** Modern Light Cars (Bournemouth), 318/320 Holdenhurst Road. Tel.: Boscombe 33304

**BRISTOL 1.** Charles Cruickshank Motors, The Centre. Tel.: Bristol 25280 & 28763

**CHELMSFORD.** Cambridge Motors, Springfield Rd. Tel.: 4881

**CHESTERFIELD.** W. Machent & Son Ltd., Lockotord Lane Garage, Stonegraves. Tel.: 4615

**FARNHAM.** Arnold & Comben Ltd., West St. Tel.: Farnham 5215

**GLASGOW, W.2.** Callander's Engineering Co. Ltd., Julian Avenue. Tel.: Western 8711-4

**LIVERPOOL, 7.** Cheshire Brothers Ltd., Myrtle St. Tel.: Royal 6534

**LONDON, W.1.** Taylor & Crawley, 42a South Audley St. Tel.: GROsvenor 6881

**LONDON, W.11.** John S. Truscott Ltd., 173 Westbourne Grove. Tel.: BAY 4271/1861

**ROTHERHAM.** Wrays of Wickersley Limited, Bawtry Road, Wickersley. Tel.: Wickersley 3562

**SLOUGH.** Broughton Motors, Colnbrook By-Pass, Brands Hill. Tel.: Colnbrook 2708

**SUNDERLAND.** The Mill Garages (S'land) Ltd., Newcastle Rd. Tel.: 58225/6

**TAVISTOCK.** Bare Alston Motors (Tavistock) Ltd., West Bridge. Tel.: 2283

**WATFORD.** D. S. Moss & Son Ltd., 5 Hempstead Road. Tel.: 29692 & 21671

**WHITSTABLE.** Kingsdown Motors. Tel.: Whitstable 2244

**WOKING.** Woking Motors, Maybury Hill. Tel.: 4277/8/9

## N.S.U.

**BROMLEY.** Johnson & Brown, 268-272 High St. Tel.: RAVensbourne 7713

**PORTSMOUTH.** Linington Bros. Ltd., 30-2 Commercial Rd. Tel.: 21661

## PANHARD

**BIRMINGHAM 21.** Radwar Motors Ltd., 9 Hollyhead Road. Tel.: Northern 7288

**LEIGH-ON-SEA.** D. Malcolm (Leigh-on-Sea) Ltd., 939/953 London Rd. Tel.: 72807

**LONDON, S.W.1.** Richards & Carr Limited, 35 Kinnerton Street. Tel.: Belgravia 3711

**SOUTHAMPTON.** Criterion Garages Ltd., 69/70 St. Mary's Rd. Tel.: 22310

## PEUGEOT

Sole Concessionaires: Distributors (Peugeot) Ltd., 127 High St., Croydon. Tel.: 7214

**BECKENHAM.** Cooter & Green Ltd., 485 Upper Elmers End Road, Eden Park. Tel.: Beckenham 2565

**BIRMINGHAM 21.** Radwar Motors Ltd., 9 Hollyhead Road. Tel.: Northern 7288

**BOURNEMOUTH.** L.M.B. Motors Ltd., 142 Malmesbury Park Rd. Tel.: Boscombe 33267

**CHESTERFIELD.** Pilkington Motors Corporation Street, Chesterfield. Tel.: Chesterfield 4934

**DUNSTABLE.** Lockhart's Service Depot Ltd., 12/16 Chiltern Rd. Tel.: 1885

**FARNHAM.** Arnold & Comben Ltd., West St. Tel.: Farnham 5215

**GUILDFORD.** Pantiles Service Garage Ltd., Portsmouth Rd. Tel.: 5326

**LONDON, S.W.1.** Richards & Carr Limited, 35 Kinnerton Street. Tel.: Belgravia 3711

**LONDON, S.W.1.** Rosemax Service Station Ltd., 3/23 Vauxhall Bridge Road. Tel.: Victoria 3339 and 3511

**LONDON, W.11.** John S. Truscott Ltd., 173 Westbourne Grove. Tel.: BAY 4271/1861

**SHOREHAM-BY-SEA.** Frost's Cars Ltd., 390 Brighton Rd. Tel.: 3584

## PORSCHE

Sole Concessionaires: A.F.N. Ltd., 400 London Rd., Hounslow. Tel.: HOUNslow 0011

**LYDIATE, nr. Liverpool.** Supermotors (L'pool) Ltd., Oakhill, Lydiate. Tel.: Maghull 38

**WELWYN.** Acland & Tabor Ltd., Welwyn-by-Pass. Tel.: Welwyn 481

## RENAULT

**ALBRIGHTON.** Cosford Motor Services Ltd., Newport Road. Tel.: Albrighton 344

**ASHFORD, Kent.** G. A. Jenner & Sons Ltd., Kingsnorth Garage. Tel.: Ashford 365

**BIRMINGHAM, 21.** Radwar Motors Ltd., 9 Hollyhead Rd. Tel.: Northern 7288

**BIRMINGHAM.** Bearwood Motor Company, 335 Bearwood Rd., Smethwick, 41. Tel.: BEA 2913

**BLACKBURN.** H. Garstang Ltd., Mincing Lane. Tel.: Blackburn 5375 & 4275

**BOTLEY, Hants.** Rex Neate, Sharnblehurst Lane. Tel.: Botley 2132

**BOURNEMOUTH.** Canford Cliffs Motors Ltd., The Haven, Cantord Cliffs. Tel.: Canford Cliffs 7388

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**CANTERBURY.** Enterprise Garage, Sturry Rd. Tel.: 4285

**CHANDLERS FORD.** Young & Beeton, Fryern Hill Garage, Winchester Rd. Tel.: 2065

**CHESTERFIELD.** W. Machent & Son Ltd., Lockotord Lane Garage, Stonegraves. Tel.: 4615

**CHESTERFIELD.** Pilkington Motors, Corporation Street, Chesterfield. Tel.: Chesterfield 4934

**CRAWLEY.** Shaws Garage (Crawley) Ltd., Orchard St. Tel.: 1460

**CROYDON.** Croydon Automobile Co. Ltd., 380 London Rd. Tel.: THORnton Heath 3686

**CROYDON.** H. Harmer Car Sales Ltd., 444/48 Brighton Rd. Tel.: Uplands 8629 and 5012

**EPSOM.** Wilson's Automobiles & Coachworks Ltd., 1/3 Dorking Road. Tel.: 3901

**EXETER.** Victoria Garage, St. James. Tel.: Exeter 56864

**FARNHAM.** Arnold & Comben Limited, West Street. Tel.: 5215

**GUILDFORD.** Pantiles Service Garage Ltd., Portsmouth Rd. Tel.: 5326

**LONDON, E.8.** Paramount Autos (Hackney), Goldners Corner, 89/115 Mare St. Tel.: AMHerst 0777 (5 lines)

**LONDON, N.W.11.** Temple Fortune Garage Ltd., 1089 Finchley Rd. Tel.: SPEedwell 9955-6-7

**LONDON, S.W.1.** Richards & Carr Limited, 35 Kinnerton Street. Tel.: Belgravia 3711

**LONDON, S.W.1.** Witcher & Son, 59 Cadogan Lane, Sloane Square. Tel.: SLO 4126

**LONDON, S.W.7.** Paddon Bros. Ltd., 60 Cheva' Place, South Kensington. Tel.: KENsington 9477

**LONDON, W.1.** Charles Follett Ltd., 18 Berkeley St. Tel.: MAYfair 6266

**LONDON, W.4.** Motorcraft Garages, 389 High Rd., Chiswick. Tel.: CHI 6380

**LONDON, W.6.** Fred Guy Ltd., 196 and 198 King Street. Tel.: RIVERSide 3131

**LONDON, W.6.** Metropolis Garages Ltd., 227 Hammersmit Rd. Tel.: RIV 9071

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## RENAULT—Continued.

**LONDON** W.A. Metropolis Garages Ltd., 45 Earls Court Rd. Tel.: Western 4544  
**LONDON, W.11.** Benmotors, 1 Clarendon Road, Holland Park Tel.: Park 5066/7  
**LUTON.** B. E. Barrett Ltd., Barrett's Garage, Castle St. Tel.: 846  
**NEW MALDEN.** Beverley Motors Coombe Road. Tel.: Malden 3232/3  
**PORTCHESTER, Hants.** The Hayter Group, 20 & 22 West St. Tel.: Cosham 76434  
**RICHMOND.** Clarence Garages Ltd., Parkshot. Tel.: Richmond 4001  
**ROTHERHAM.** Northern Motor Sales, Bawtry Road, Brinsworth. Tel.: Rotherham 77761  
**ST. ALBANS.** Buder's Motors, Hatfield Road, Cavendish Road Tel.: St. Albans 54558  
**SHOREHAM-BY-SEA.** Old Shoreham Garage, Norman Motors Ltd., 434 Upper Shoreham Rd. Tel.: 3953  
**SHREWSBURY.** Doody's Garage (Shrewsbury) Ltd., Ditherington Road. Tel.: Shrewsbury 2728  
**TONBRIDGE.** Pembury Road Garages. Tel.: Tonbridge 3947  
**UXBRIDGE.** Raid Motors, 40-41 New Windsor Street. Tel.: Windsor 4985  
**WATFORD.** Alpine Bushey Garages Ltd., 83 High Rd. Bushey Heath. Tel.: 3282  
**WINDSOR.** Eton Garages Ltd., 124 High St., Eton. Tel.: Windsor 2782/3  
**YEOVIL.** The Haven Garage (J. H. Wilson), Horsey Lane. Tel.: 2238 (2 lines)

## SIMCA

Sole Concessionaires: Fiat (England) Ltd., Water Rd., Wembley. Tel.: Perivale 5651

**BIRMINGHAM 21.** Radwar Motors Ltd., 9, Hollyhead Road. Tel.: Northern 7288  
**CHESTERFIELD.** Chesterfield Motors Ltd., Pond Street. Tel.: Chesterfield 3862  
**DERBY.** Swift Motor Services (Derby) Ltd., Alfreton Rd. Tel.: 41324 (3 lines)  
**EAST GRINSTEAD & BRIGHTON.** Sargent's of East Grinstead, The Parade, North End. Tel.: 1456/7 and Brighton 62623  
**EDINBURGH.** Gilroy of Edinburgh, East London Street. Tel.: Waverley 2052  
**ESHER.** Surrey. Anthony Crook Motors Limited, 14-16, High Street. Tel.: Esher 4580  
**GILLINGHAM.** Autoyachts Limited, 171 Pier Rd. Tel.: 59578/9  
**GRAVESEND.** H. & P. Moto & Tyre Co Ltd., 58-62 Pelham Road South. Tel.: Gravesend 2424  
**HERSHAM.** Anthony Crook Motors Limited, Esher Road. Tel.: Walton-on-Thames 687  
**LONDON, N.1.** Jack Williams (Motors) Ltd., 169 Priory Rd. Hornsey. Tel.: MOUNtview 5228  
**LONDON, S.W.1.** Richards & Carr Limited, 35 Kinnerton Street. Tel.: Belgravia 3711  
**LONDON, W.1.** H. C. Paul Ltd., 32 Bruton Place, Berkeley Square, W.1. Tel.: MAYfair 0821/2  
**LONDON, W.2.** Mayfair Garages Ltd., Bishops Bridge Rd. Tel.: AMB 1061 (4 lines)  
**LONDON, W.8.** J. Davy Ltd., 180/184 Kensington High St. Tel.: WESTern 7181  
**PLYMOUTH** Vosper's Motor House (Plymouth) Ltd., City Centre Tel.: 64277/8/9  
**PORTSMOUTH & SOUTHAMPTON.** Huxford & Son Ltd., West St., Portchester. Tel.: Cosham 76770  
**SWANSEA.** Good's Service Garages Ltd., Clydach. Tel.: Clydach 3157  
**TONBRIDGE.** Pembury Road Garages. Tel.: Tonbridge 3947  
**WESTON-SUPER-MARE.** Shrubbery Garages, 55/57/66 Upper Church Rd. Tel.: 1080  
**WORTHING.** James Taylor Automobiles, Findon Road. Tel.: Findon 3022

## SKODA

**ST ALBANS** Watling Street Garage, Flamstead Tel.: Markyate 240

## VOLKSWAGEN

Sole Concessionaires: V. W. Motors Ltd., Lord's Court, 32/34 St. John's Wood Road, London, N.W.8. Tel.: CUNningham 8000

**ASHFORD** Middx. Davies Motors Ltd., 554 London Rd. Tel.: 3671  
**AYLESBURY.** Keith Garages Ltd., Bicester Rd. Tel.: 3434/5  
**BIRMINGHAM, 5.** Smithfield Garage Ltd., Digbeth. Tel.: Midland 4577-8-9  
**BOURNE END-ON-THAMES.** Bourne End Motors Ltd. Marlow Rd. Tel.: 400  
**CARDIFF.** J. B. (Treharris) Ltd., 119 City Rd. Tel.: 20311-2  
**CARMARTHEN.** Edwards Garage (Carmarthen) Ltd. Pensarn Rd. Tel.: Carmarthen 6807

## VOLKSWAGEN—Continued.

**CHELMSFORD.** Cambridge Motors, Springfield Rd. Tel.: 4881  
**COLCHESTER.** Service Garages (South Eastern) Ltd., 85 East Hill. Tel.: 2772  
**CROYDON.** H. Harmer Car Sales Ltd., 444/48 Brighton Rd. Tel.: Uplands 8629 and 5012  
**CROYDON.** Donald Vinco & Co Ltd. 158-162 London Rd. Tel.: Croydon 1147/8  
**EPSOM.** Bradstock Motors Ltd., Chase Rd. Tel.: 5696  
**FARNHAM.** Barnett & Small Ltd., Crondall Lane. Tel.: 5616  
**FORDINGBRIDGE.** Blue Star Garage Ltd., The Square. Tel.: 2022  
**GLASGOW C.2.** Cameron & Campbell Ltd., 171-181 Bothwell St. Tel.: Central 4121  
**HENLEY-ON-THAMES.** Lewin & Sargeant, 58 Reading Rd. Tel.: 902  
**LIVERPOOL, 7.** Cheshire Brothers Ltd., Myrtle St. Tel.: Royal 6534  
**LIVERPOOL.** (After Hours, Rock Ferry 1553)  
**LONDON, E.11.** Motor Exchange (Leytonstone) Ltd., 703-713, High Road. Tel.: Leytonstone 6441  
**LONDON, N.W.3.** Walter Scott Motor Co. Ltd., 39 College Crescent. Tel.: PRI 4466  
**LONDON, N.W.9.** The Hyde Motor Co., 153 The Hyde. Tel.: Colindale 7899  
**LONDON, S.W.7.** European Cars Limited, 129 Old Brompton Rd. Tel.: FREmante 7711  
**LONDON, S.W.12.** Kidley's Garage, Harberson Rd., Balham. Tel.: BAL 2531  
**LONDON S.W.19.** Elm Autosales, 66/68 Hartfield Rd. Wimbledon Tel.: CHerrywood 1615  
**LONDON, W.1.** Stratstone Ltd., 40 Berkeley St. Tel.: MAYfair 4404  
**MAIDSTONE.** Maidstone Car Sales 66 Ashford Road. Tel.: Maidstone 2744  
**NEWCASTLE-UPON-TYNE.** W. & G. Robinson (Gosforth) Ltd., Grandstand Garage Kenton Road, Gosforth. Tel.: Gosforth 51047/8  
**OXFORD.** Humphris (Oxford) Ltd., 59 St. Clements. Tel.: 2719  
**PEMBURY.** Woodgate Motors Ltd., Hastings Road. Tel.: Pembury 130  
**PLYMOUTH.** Vosper's Motor House (Plymouth) Ltd., City Centre. Tel.: 64277/8/9  
**READING.** Royal Berks Motor Co., 35/43 Thorn St. Tel.: 51326  
**RIPLEY, Surrey.** Colborne Garage Ltd., Portsmouth Road. Tel.: 2361  
**ROTHERHAM.** Wrays of Wickersley Limited, Bawtry Road, Wickersley Tel.: Wickersley 3562  
**RUISLIP.** Lido Garages, Bury Street. Tel.: Ruislip 5517  
**ST. ALBANS.** Butler's Motors, Hatfield Road, Cavendish Road. Tel.: St. Albans 54558  
**SIDCUP.** G. Sheppard & Son Ltd., 15 Rectory Lane. Tel.: Footscray 2132-2509  
**SLOUGH.** Broughton Motors, Colnbrook By-Pass, Brands Hill. Tel.: Colnbrook 2780  
**SOUTHAMPTON.** Modern Light Cars Ltd., 110-112 Lodge Rd. Tel.: 22828  
**STOURBRIDGE.** Mill Street Garage, Mill St. Stourbridge, Worcs. Tel.: Stourbridge 3310  
**TORQUAY.** Lisburne Garage, Babbacombe Rd. Tel.: 7041  
**TRING.** The Market Garage, Brook St. Tel.: 2049  
**UXBRIDGE.** Griffin Motors (Uxbridge) Uxbridge Rd., Hillingdon. Tel.: Uxbridge 8331  
**WATFORD.** D. S. Moss & Son Ltd., 5 Hempstead Road. Tel.: 29892 & 21671  
**WINCHESTER.** Westcombe Motors Ltd., Imperial Garage, City Rd. Tel.: 4174 & 4560  
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**CHELMSFORD.** Cambridge Motors, Springfield Rd. Tel.: 4881  
**CROWLAND, nr. Peterborough.** Postland Engineering & Trading Co. Ltd. Tel.: Crowland 316  
**FARNHAM.** Arnold & Comben Ltd., West St. Tel.: Farnham 5215  
**GLOUCESTER.** Century Motors (Gloucester) Ltd., 174-182 Southgate St. Tel.: 21001/2  
**LEE-ON-SOLENT.** Farelee Motors Ltd., High Street. Tel.: 79559  
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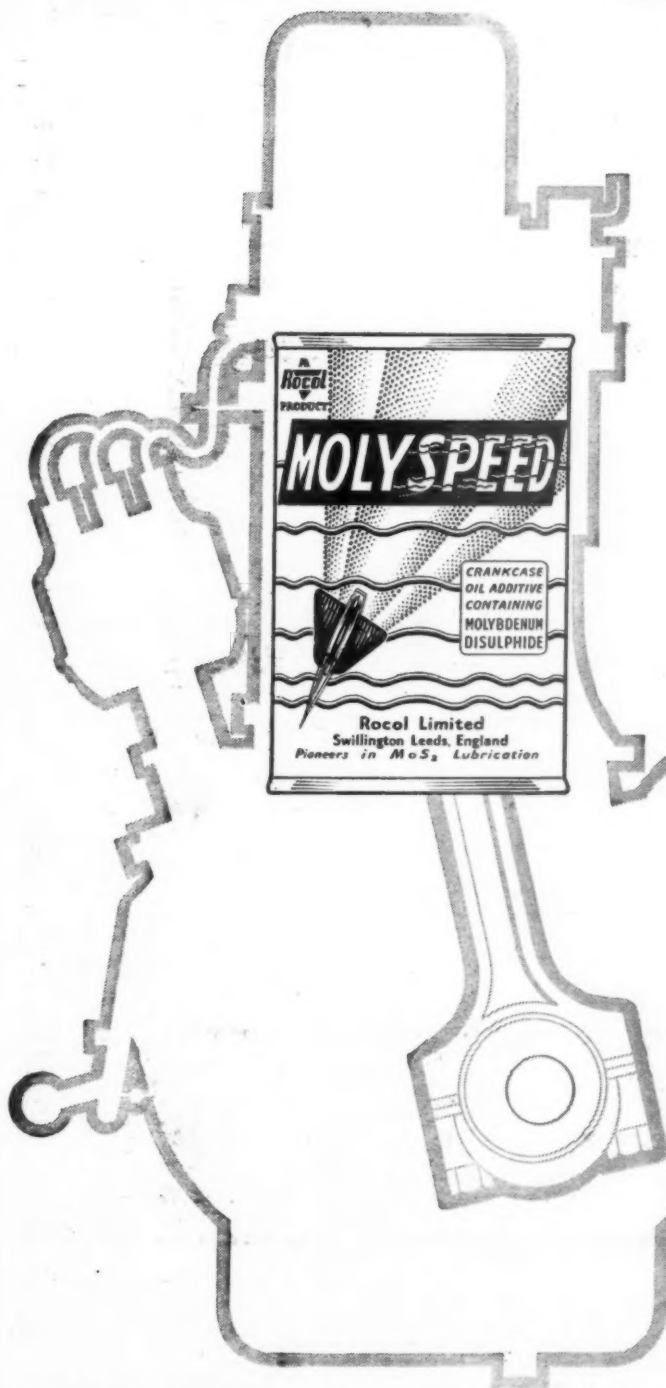
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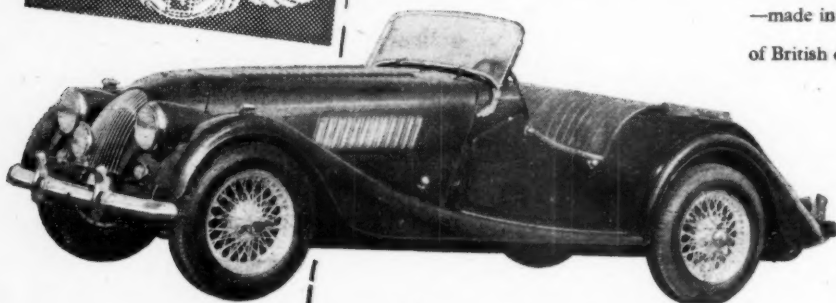
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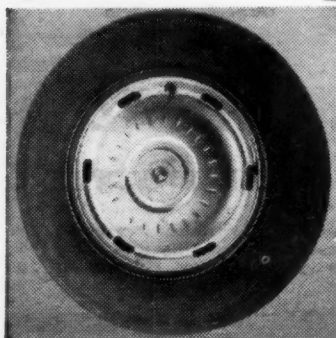
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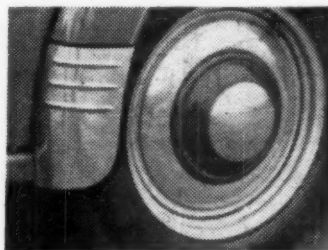
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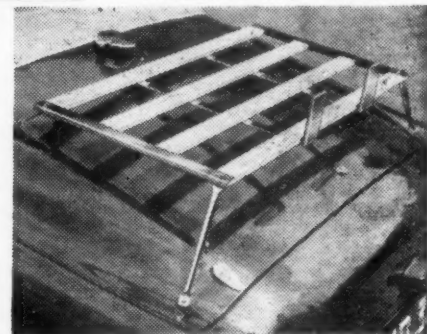
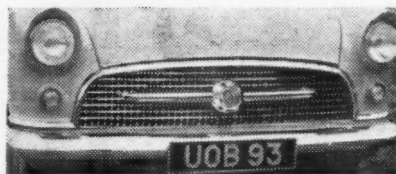


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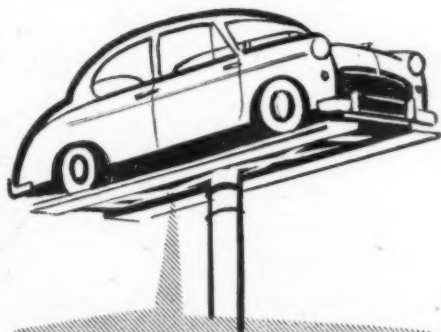


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A brilliant new polish with the exclusive SP2 formula which cleans, shines and protects your car in one instant operation. Just apply with a soft cloth, let dry and polish with a clean dry cloth—that's the JOVE way to the quickest finest shine. And remember JOVE Car Polish gives double protection for longest-lasting shine in all conditions.



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Restores full brilliance of chrome gently and very, very quickly. It's first-class for glass too



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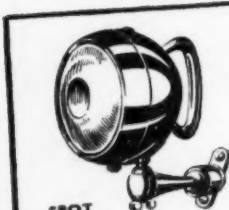
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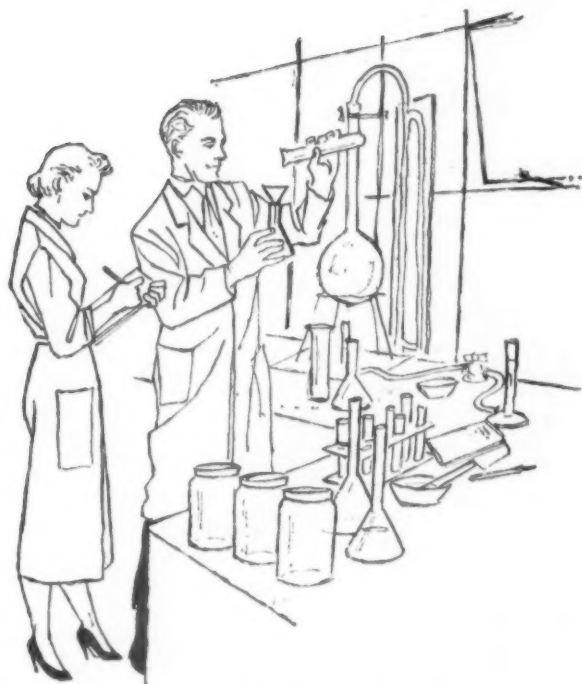
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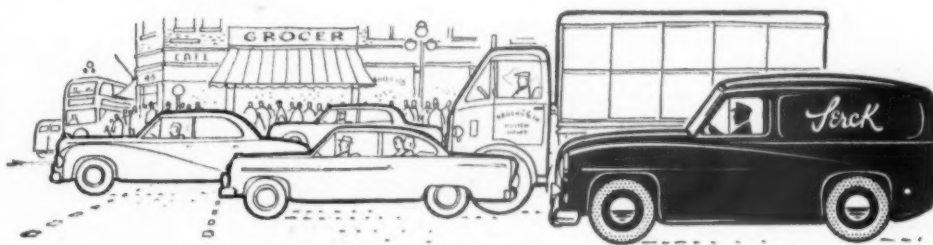
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"Behind  
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To most people there's a touch of alchemy about dispensing. What exactly *does* go on behind that concealing partition? Whatever it is, we take for granted the fact that the resulting potion will do us nothing but good. It's the same with Serck. Their service carries out a process of radiator repair and replacement that is unseen—yet speedily effective. Should radiator attention be needed, ask your garage manager to "Send to Serck". It's a service that is from time to time, indispensable.



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**SERVES THE MOTORIST**

RADIATOR REPAIRS AND REPLACEMENTS  
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"HOMO" HYGRADE NUMBER PLATES  
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H.P.  
1/100  
to  
1/10



H.P.  
1/40  
to  
1/5



R.P.M.  
19  
to  
330



R.P.M.  
0.3  
to  
60



H.P.  
1/40  
to  
1/5



R.P.M.  
25  
to  
800



R.P.M.  
20  
to  
700



R.P.M.  
0.3  
to  
19.5



H.P.  
1/150  
to  
1/30



R.P.M.  
25  
to  
800



R.P.M.  
20  
to  
700



R.P.M.  
0.25  
to  
18



H.P.  
1/300  
to  
1/140



R.P.M.  
22  
to  
800



R.P.M.  
0.5  
to  
60



R.P.M.  
0.2  
to  
19



H.P.  
1/40  
to  
1/5



R.P.M.  
17  
to  
690



R.P.M.  
0.5  
to  
60



R.P.M.  
0.2  
to  
19



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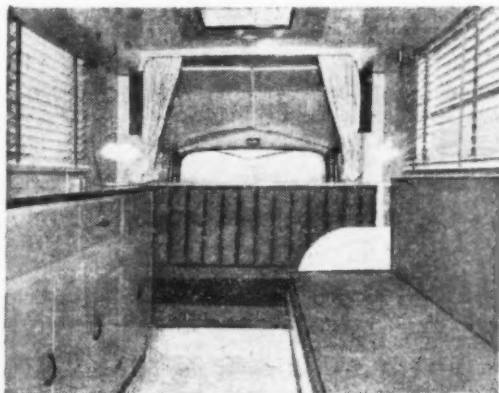
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- and NO PURCHASE TAX!

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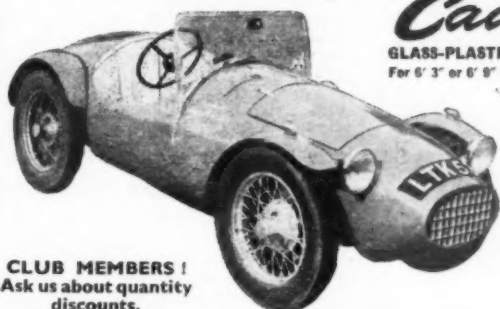
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For 6' 3" or 6' 8" wheelbase Austin 7

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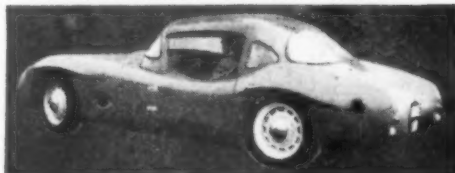


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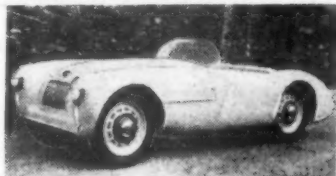
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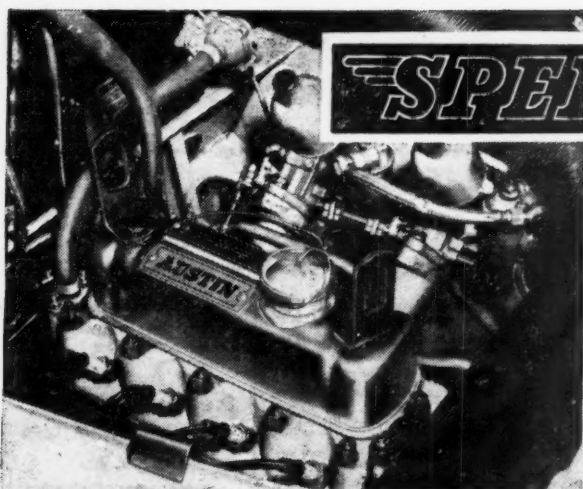
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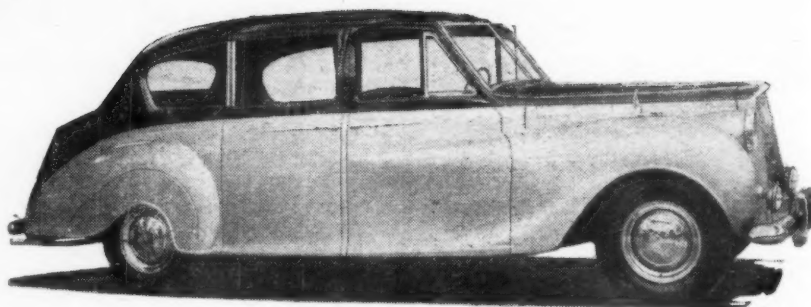
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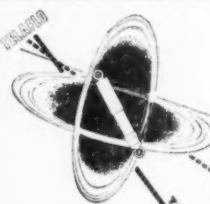
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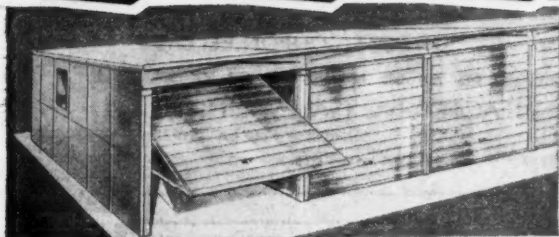
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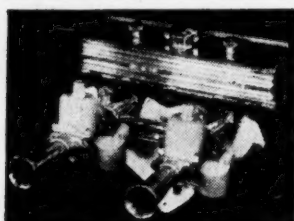
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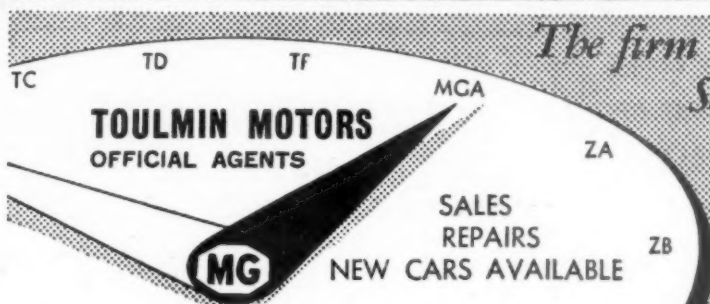
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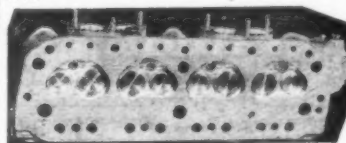
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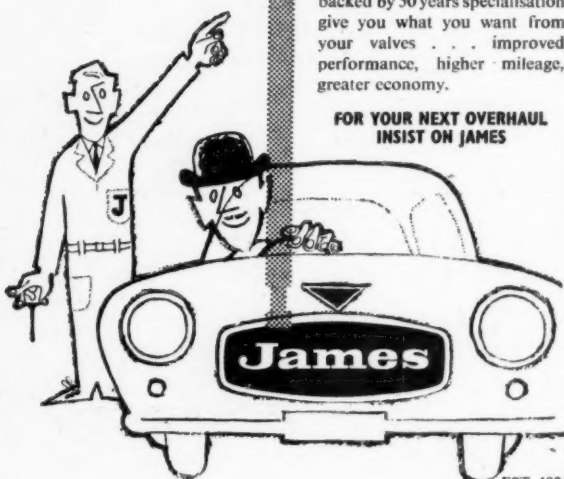
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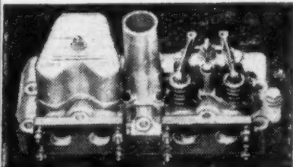
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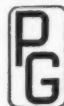


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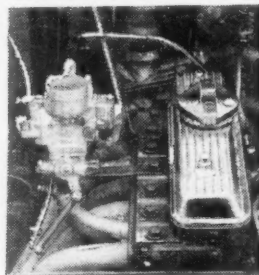
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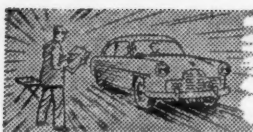
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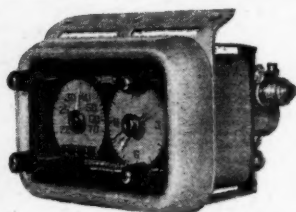


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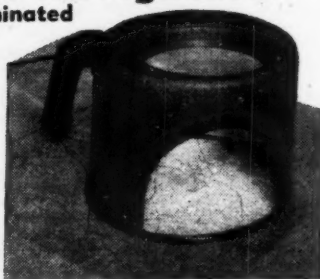
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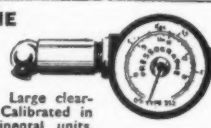
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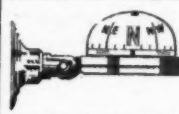
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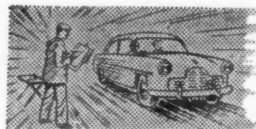
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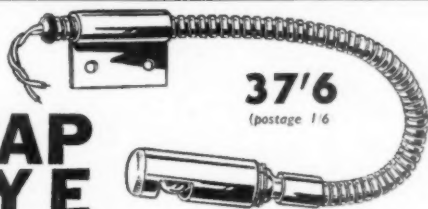
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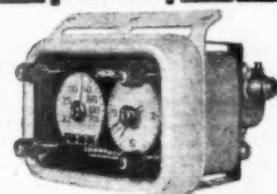
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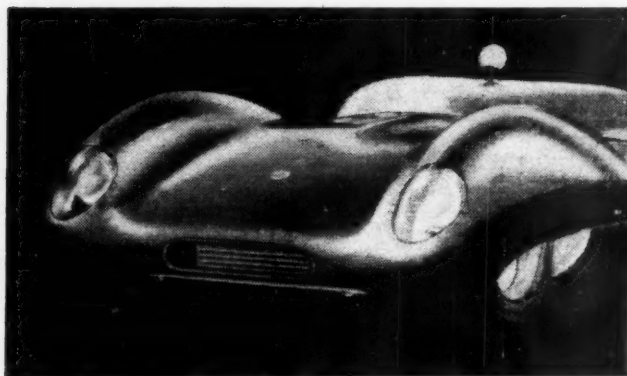
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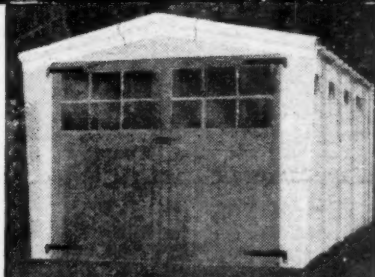
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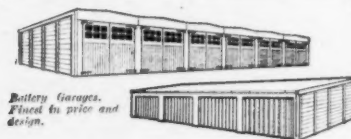
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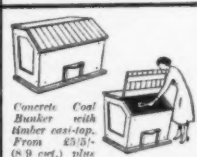
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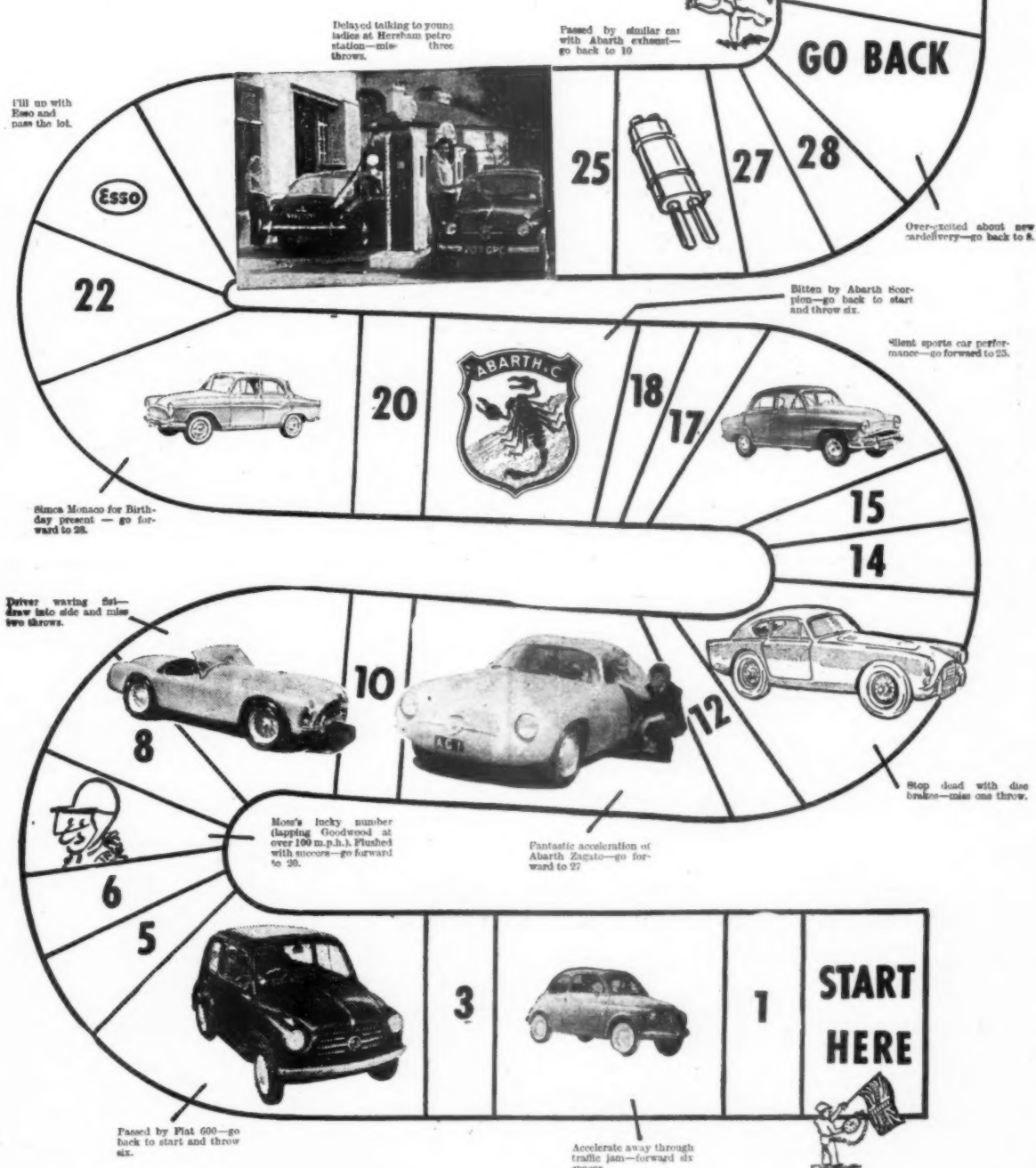
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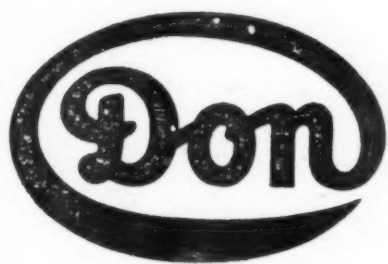


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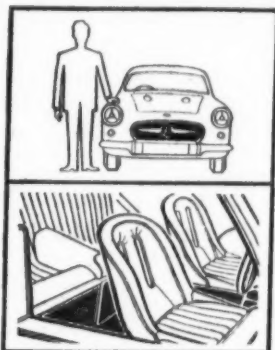
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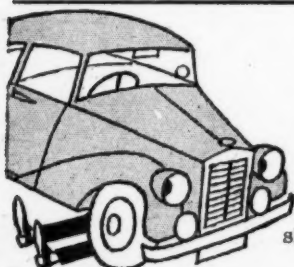
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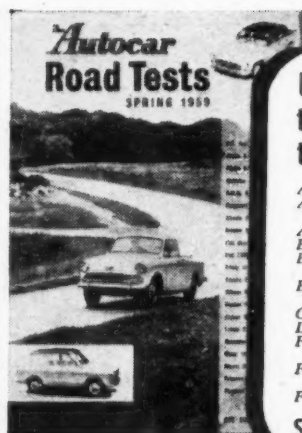
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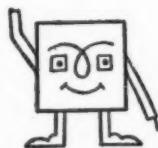
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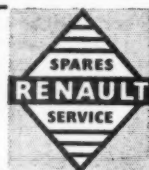
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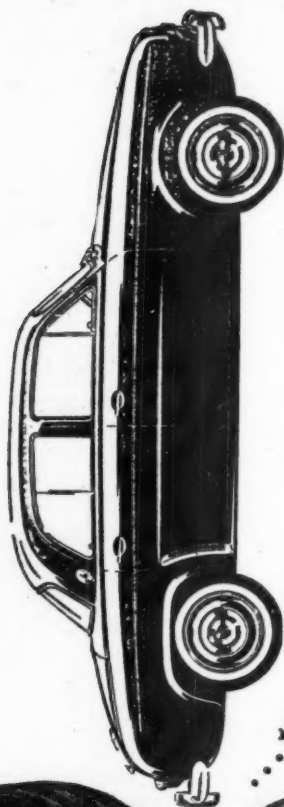
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## Thoughts on Sports Cars

**W**HILE the nature and appearance of sports cars change year by year under the dictates of technical development, fashion and world economy, the attraction of the cars, their spirit and the answering impulse which this stimulates in their drivers remains much the same.

The enormous growth of car ownership throughout the world has naturally brought with it a proportionately wider appreciation of sports cars. In America it might be said that the interest has been reawakened as much as it has been introduced, but France, at one time the centre of sporting motoring, today does little more than organize events for other countries and cling to memories of its great past.

No longer is it considered necessary or even desirable to be rugged and to sit out in the gale with little or no protection in order to be a true sports car driver. Standards of weather protection and comfort are rightly as high today in many sports cars as in saloons and limousines. This does not mean, however, that fresh air and the sky above are no longer desired or appreciated. The cars have simply been weatherproofed and largely freed of draughts, dust and fumes—not to mention the spine-jarring suspensions of some of their ancestors.

Road and traffic conditions in many lands have swung the performance accent towards accelerating and stopping rather than pressing on. Most very fast cars, capable of 120 m.p.h. or more, have this ability as an incidental to the provision of sparkling acceleration up to, say, 100 m.p.h. It is to the credit of manufacturers (in particular the British ones—and Britain makes more sports cars than any other country) that they have kept brake design and road-holding at least level with acceleration increases.

In the matter of suspension, incidentally, one cannot help but be surprised by the remarks on independent rear suspension made by Aston Martin's Technical Director in connection with sports racing cars (as reported overleaf) and of the Fiat company in discussion of their recently introduced 1800 and 2100 models. After experience, both decided against adopting such a design, the one for reasons of steering and the other of wet road adhesion.

## Larger Engines

Level acceleration is to be regarded as a safety characteristic in modern traffic patterns, and it depends mainly on engine torque. To obtain plenty of torque at relatively low speeds, assuming appropriate gear ratios, a large engine is needed. It may be recalled that because automatic transmissions also require high torque to give good performance at traffic speeds, the average engine size in the United States has built up during the last few years to at least 5-litres capacity.

Cost, on which purchase and import taxes have such a detrimental effect, is of particular concern for sports car designers, for it is they who frequently introduce design innovations which are later applied to family cars. It has to be admitted that the so-called sports-racing models as well as formula 1 and 2 racing cars, are growing each season farther away from the related vehicles which can be offered for sale; yet the technical handing-down process goes on, and is to be encouraged.

Earlier we referred to torque; cost also of course determines the compromise over engine power and size in sports cars. Even so, in the next year or two slightly larger production sports car engines will probably be the order of the day in Europe. The norm may rise to about 2½-litres capacity, excluding specialized, high priced cars.



John Wyer (left) checks lap times with Reg Parnall

*John Wyer tells...*

## THE D.B. ASTON MARTIN STORY

**H**OWEVER colourful the racing scene, the picture is incomplete to the spectator; indeed, it is necessarily incomplete to anyone outside the esoteric circle of the *équipe*. A car will do badly one season and brilliantly the next, but paddock gossip will rarely supply a convincing reason why. Similarly, a car will fail and the information bulletins will give a bent con-rod as the reason. But *why* did the con-rod bend? It is the "second-stage" knowledge that supplies this kind of information.

Mr. Wyer prefaced his address by setting straight the sports-racing position in the minds of his hearers. The impression still existed, he said, that such racing was for purchasable production sports cars. This was a complete misconception, for although such cars could be entered, they had practically no hope of a major success.

Sports car racing had made its serious restart after the war in the 1949 Le Mans race, and it was in that year that the notorious prototype clause was introduced—a clause that seemed reasonable enough at the time in its purpose of encouraging design, but that soon dominated the race to such an extent that nowadays the cars entered at Le Mans were all prototypes; that is, they were built to Appendix C of the International Sporting Code. Appendix C specified two seats of minimum dimensions, a full-width screen, also of minimum dimensions, and a hood

which need not be erected or even carried on the car. The engine must run on hydrocarbon fuel (petroleum-based) and for 1958-60 inclusive must not exceed three litres. Otherwise the design was free, and the result, said Mr. Wyer bluntly, was that the modern sports-racing car was "at least as special as the Grand Prix car."

When Mr. David Brown acquired the company he had inherited two designs and prototypes, one Aston Martin and one Lagonda. The Aston Martin, in its original form, won the 24-hour race at Spa, in Belgium, in 1948, but for the 1949 Le Mans it was decided to produce three new cars, using a modified Aston Martin chassis with the wheelbase reduced from 108 to 99in; the bodies were aerodynamic two-seater saloons. Two of the cars had the 2-litre Aston Martin engine, the third the 2.6-litre six-cylinder Lagonda engine. The third was regarded as the prototype for production cars, and the speaker pointed out that in fact the 1957 racing engine was still a logical development of that early 2.6-litre. One may be forgiven also for mentioning that it was a W. O. Bentley design.

The racing policy in 1950 was to make a serious effort at success with standard production cars, but almost immediately it was found necessary to build special sports-racing models. The DB2 arrived, therefore. It had the Lagonda engine in a space frame made up of rectangular

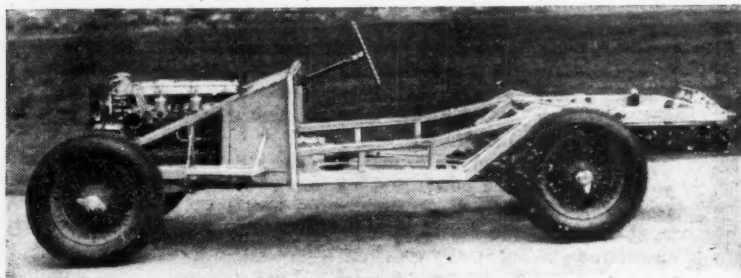
tubes. Front suspension was trailing links with coil springs and the rear suspension was a proprietary live axle, with fore and aft location by trailing links and lateral location by Panhard rod.

Careful note should be taken of that basic DB2 specification, for, as the author went from stage to stage in the modifications, it was clear that a transformation had been worked so that the current end-product—the DBR1—contained only a minimum of the DB2. And yet it is unlikely that the DBR1 could have come into being without its forerunners, and thus the lesson of real progress is taught once again. Perfection is reached in stages, by building on existing knowledge. There is no short cut to it.

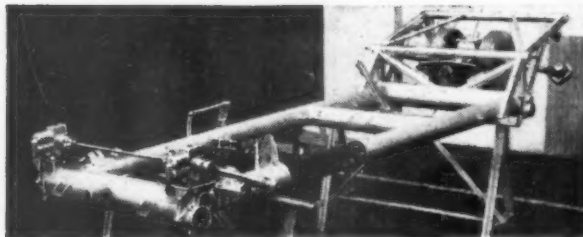
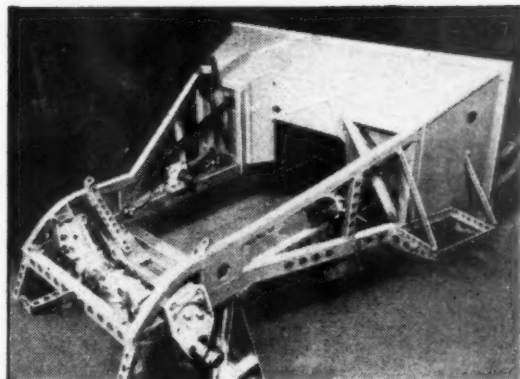
In November 1950, Dr. Eberan von Eberhorst joined Aston Martin with the specific assignment to design a racing car for the next season. Work started in January 1951. This was to be a new car except for the engine, but it became apparent quite early to Mr. Wyer that unless something was done very speedily there would be no cars available for that 1951 season. Accordingly a weight-lightening project began on the DB2. The trim was sacrificed, a stark body remaining made of 18-gauge alloy instead of 16 and with Perspex windows (except the screen) instead of glass. This saved 140lb. The time-honoured expedient of drilling, said Mr. Wyer drily, was resorted to for the chassis, but the result was not encouraging, only 32lb being saved. The wheels and the electrical system contributed their quota, and altogether 450lb was saved. At the same time work had been done on the engine (detailed under a later heading). The car was raced successfully, scoring third, fifth and seventh places at Le Mans and the first three places in the 3-litre class. It won also the Gran Turismo class in the Mille Miglia of 1952.

Meanwhile work on the DB3 was proceeding. This design showed significant changes, although the car still betrayed traces of its ancestry. The frame structure of the DB2 gave place to a ladder frame of circular tubes, the side members being 4in diameter and of 14-gauge thickness, and the front and rear cross members 5in by 12-gauge;

Chassis of the 1950 racing car, consisting of the Aston Martin chassis and the then Lagonda engine. A live axle was used at the rear and at the front, trailing arms (each with coil springs)







Left: Extensive drilling of the frame on the 1951 DB2 resulted in a saving of only 32lb. (Above) Simple ladder frame of the DB3 on which torsion bars replace the former coil springs for the front suspension. Below: Front suspension of the DB3 with the inner top arm operating the anti-roll bar

the centre cross-member was 4in diameter 14-gauge. Trailing link suspension was retained in front, although the layout was new and used torsion bars instead of coil springs in an original manner, crossing over within the front cross-member. This introduced untrue axes for the torsion bars but the effect was counteracted with admirable simplicity by splining them into bronze blocks which could shift and thus act as universals. The device was completely successful and is still used. The Marles steering gave way to a rack and pinion.

At the rear the de Dion layout was used for the first time, located by trailing links and a Panhard rod. Springing was by torsion bars, transversely mounted one above the other, the final drive was a hypoid bevel, and the brakes were inboard.

Two major snags resulted. One was with the braking, which Mr. Wyer dealt with subsequently at greater length, the other a fascinating little throwback into racing history. Do you recall the Aston Martin breaking a de Dion tube during a private trial at Monthéry in 1952? Here is the "second-stage" explanation: the rear trailing links were not quite parallel with the centre line of the chassis, with the result that there was torsion in the de Dion tube during roll—the tube was, in fact, acting as a very stiff anti-roll bar and consequently the *équipe* was worried by a high roll rate and by oversteer. The breakage—fortunately harmless—made them realise the trouble and rectify it by paralleling the links.

In late 1952 the DB3 took the 3-litre engine (2,922 c.c.), and the weight of the complete car then topped 2,000lb, which was only 100lb lighter than the DB2. Disappointing, commented the speaker.

So in the winter of 1952-53 there was a redesign. The result became the DB3S,

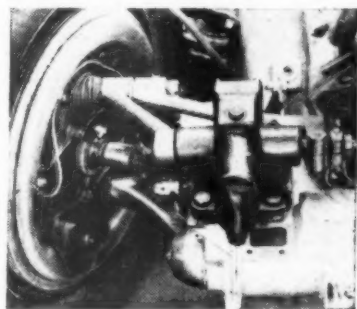
with the wheelbase down now to 87in from 93in and the track 49in from 51in. The gauge of the side-members of the frame came down from 14 to 16, and for the cross-members from 12 to 14. The car was tested at Monza in 1953 and ran at Le Mans without luck, which was hardly to be wondered at in view of the fact that the building period had been just four weeks. But after Le Mans the DB3S won every race for which it was entered during that year. It continued with only *ad hoc* development throughout 1955 and 1956, and was still winning in 1957 as a private-owner entry.

Another interesting sidelight is visible here, closely paralleling the inevitable experience with normal production cars. In 1953 the DB3S, at 1,850lb, was 167lb lighter than the DB3. But the subsequent *ad hoc* modifications brought the weight up by the end of 1956 to 2,061lb, 211lb extra. "Weight," said Mr. Wyer ruefully, "always goes up." The car's weight rose, therefore, by 11.4 per cent, but the parallel development of the engine, which we shall come to later, gave 13.3 per cent more power, so the net result remained, in fact, a gain.

Technical chassis changes during the long racing period 1953-57 were few, apart from the gauge reductions mentioned, but they were important. There was no change in the front suspension, but the de Dion rear was located in a slide on the specially developed spiral bevel final drive, and the brakes were moved outboard to overcome heating troubles (see later).

In 1956 the new DBR1 was planned. Wheelbase was to go up again, this time to 90in (the short base had proved skittish, said Mr. Wyer, and one could almost see Rex. Parnell's head nodding in agreement), the track to 50in. The space would be chrome-molybdenum tubes, 1in diameter and of 18-gauge thickness. This frame proved 45lb lighter than that of the DB3S.

Front suspension was unchanged, but the torsion bars were now exposed, as the large-diameter cross-member in

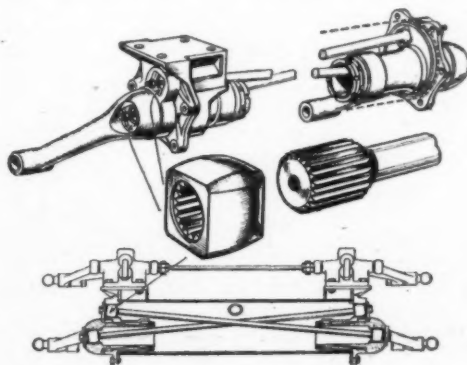


which they had been housed had disappeared. The de Dion tube at the rear was located by trailing links once more, but a Watt's linkage had replaced the sliding guide and the torsion bars ran fore and aft instead of across the frame. The new transverse five-speed non-synchromesh gear box combined with final drive had increased the polar moment of inertia in conjunction with the longer wheelbase, and with a magnesium-aluminium body the total weight was 1,765lb. And that fine power unit had by now reached 250-plus b.h.p., so that the DBR1 achieved 320 b.h.p. per ton dry weight, and the chassis story was complete to date.

Step by step the engine development had kept pace with the rest. The six-cylinder unit started, you remember, at 2.58 litres, resulting from a bore and stroke of 78 by 90mm. The crankshaft was threaded into the cast-iron barrel crankcase and located in aluminium cheese-type main bearings. The head was cast iron, too, with the valves at an included angle of 60 deg. The power output on a 6.5 to 1 compression ratio (selected to use the poor post-war fuel) reached 105 b.h.p. at 5,000 r.p.m. For the 1949 Le Mans it was brought up to 120 b.h.p. (same revs) with an 8½ to 1 compression ratio, larger carburetors and some cylinder head modification.

During the winter of 1950-51 Aston Martin became the first British manufacturer to fit Weber carburetors—three 35mm dual horizontal instruments giving, in effect, a carburettor per cylinder. With the same camshafts the output thereupon became 140 b.h.p. at 5,500 r.p.m. In 1952 there was an interlude of experiment with three 36mm downdraught Webers, but the racing department quickly went back to horizontals.

In 1952 also came the increase in capacity up to 3 litres (2,922 c.c.), not easily achieved because the close grouping of the cylinder pairs made simple boring-out on the same centres imprac-



Front suspension of the DB3 with the crossed-over torsion bars, an arrangement still used on the present-day DBR1. To overcome the angularity involved the bars are connected to the arms by means of a block which acts as a universal joint

## THE D.B. ASTON STORY . . .

licable. Accordingly the centres of each cylinder on the pair were moved outwards 2.5mm, giving an extra 5mm on the bore diameter. But that meant, of course, that the cylinder was 2.5mm offset to the crankpin, and in another moment of design aberration it was decided to offset the small-end bearing on the gudgeon pin. That introduced a bending load on the connecting rods, which failed in all three engines in the Monaco Grand Prix that year! So the big-end was offset instead, and works well that way to date.

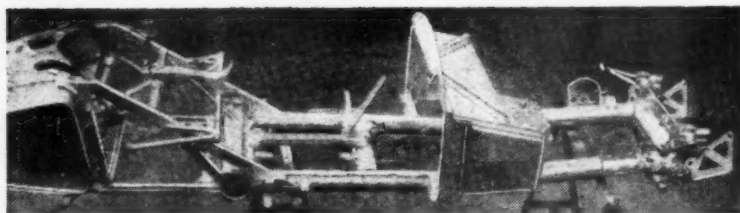
The crankshaft steel became EN25 instead of EN9 because there was better control of the induction hardening with the former. And the power output climbed to 163 b.h.p. at 5,500 r.p.m.

With the DB3S in 1953 came the next step in the search for b.h.p.—enlarging the inlet valve by 2mm and thus bringing the diameter up from 1.515 to 1.594in. With a camshaft of unchanged lift (0.365in) but with a 5deg dwell on the cams the power went up to 180 b.h.p. at 5,500 r.p.m. and, early in 1954, to 192 b.h.p. The b.m.e.p. was now 175lb sq in at 4,000 r.p.m.

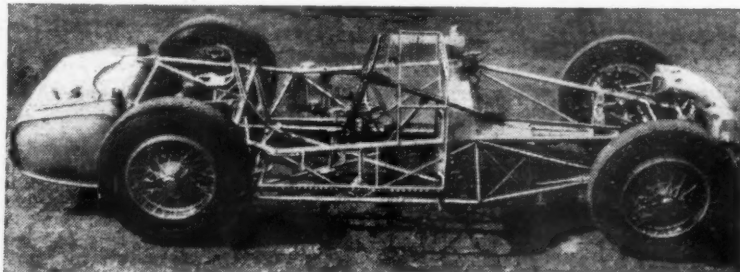
The next advance was a major one—the installation of a new cylinder head in RR50 light alloy with the same valve angle (60deg) and with twin ignition and two 10mm plugs per cylinder. The new inlet valve diameter was 1.75in, and the valve area had now increased by 33 per cent over the original. With a carburettor throat diameter of 45mm the power output easily topped the 200 mark—225 b.h.p. at around 6,000 r.p.m.

The end of this development stage was reached with a cam profile giving an increase in lift from 0.365in to 0.43in and a resultant power of 236 b.h.p. Bore diameter was then increased to 84mm with the help of a very thin liner so that the capacity became 2,992 c.c., and 244 b.h.p. were produced at 6,000 r.p.m. with a reliability that, Mr. Wyrer confessed, rather surprised all concerned.

But now the crankshaft and con-rods had reached their limits and a new design was necessary. 1955 saw it materialize, and the new shaft was produced from a forged billet machined all over, while the new con-rod was made from a similarly machined hand forging. The con-rod was



Above: Chassis frame of the DB3S evolved for 1953. The car was unsuccessful at Le Mans but won every other race in which it competed during that year. Below: For 1956 a space-type frame was evolved for the DBR1 which saved 45lb on the previous design



particularly successful, giving a 200 per cent increase in strength for precisely one ounce of extra weight.

At the end of 1955 the need to reduce the Aston Martin's frontal area dictated a dry sump, and the new crankcase thereupon became aluminium alloy, with a change from barrel to cap-type bearings. Two scavange pumps were used and one pressure pump. At first the same 60deg head was retained, but late in the season of 1956 a new head was fitted with a 95deg included angle between valves. During 1957 the DBR1 produced 245 b.h.p. with the 60deg head and 260 b.h.p. with the 95deg head. And so the engine story caught up with the chassis.

Mr. Wyrer called attention to a most significant phenomenon—the close match between the power increase and the increase in area of the inlet valve. The curves tagged along together until the power was up by 100 per cent and the valve area by 80 per cent. He showed also the b.m.e.p. curves with the typical hump formation denoting the irregular increments that resulted when induction and exhaust tuning ("ram effects") became significant.

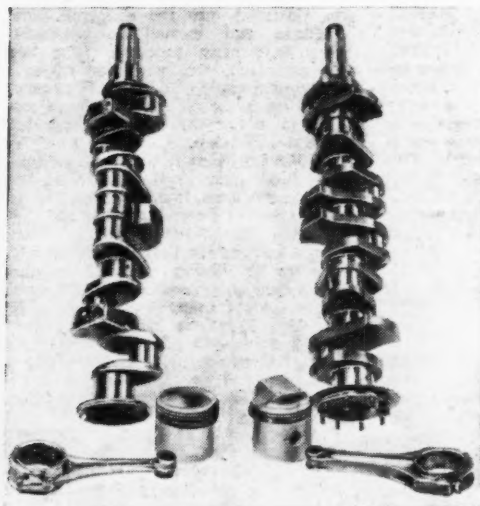
The notable transmission development was, of course, the installation of the transversely shafted gear box. This gave a choice of five input wheels and five output, making 25 ratios available. The input ratio change is easy (taking about an hour) and the output is therefore established in advance to suit the racing circuit, vernier adjustment, as

it were, being with the input wheels.

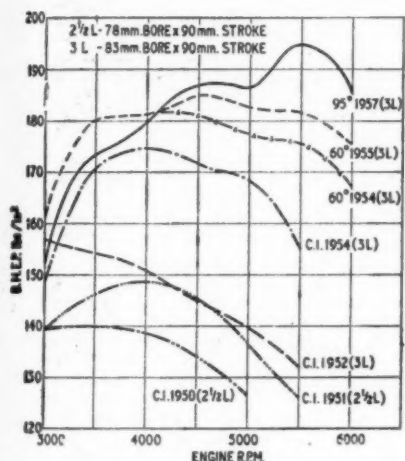
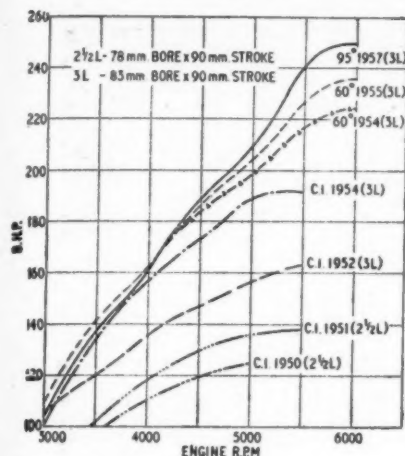
Brake development was particularly interesting, the curves showing tests from 110 m.p.h. to standstill at one-minute intervals, although Mr. Wyrer remarked deprecatingly that the DB2 couldn't accelerate that quickly but, no doubt, did so as quickly as possible; he then electrified his hearers by almost casually mentioning that the DBR1 reached 110 m.p.h. in something under 20sec. This was timing which was as beautifully adjusted as that of those 95deg valves! Anyway, on the DB2 the brakes had been 2LS front with 12 x 2½in Alfin drums, L and T rear with 12 x 1½in. The DB3 had special fronts (2LS) of 13 x 2½in and those inboard rears for which so many of us had great hopes. They measured 11 x 2½in, but were moved outboard on the DB3S and made 12 x 2½in—a big improvement. It had been impossible to cool the inboard brakes adequately. A driver lost the rear brakes quickly, then the front soon after owing to the increased load. Consistency was preserved by moving the drums out to the wheels and after 25 stops 0.25 g was still available at 60lb pedal pressure.

In 1955 came the revolutionary discs, with 0.60 g still available at 60lb pedal effort after 25 stops; indeed, they couldn't make them fade. Friction material and cooling ducting were improved in 1957, the latter being very necessary when temperatures of 1,150deg F were regarded as normal, and peaks were being encountered of 1,350deg! Also, a cast iron disc was substituted for the previous one in chromium-plated steel.

Last curve of all in this strange eventful history showed the b.h.p. per dry ton—115 for the DB2 in 1955, climbing to 320 for the 1957 DBR1. The big steps, Mr. Wyrer pointed out, coincided with periods of great design activity, with only a gentle rise during *ad hoc* development of the busily racing DB3S. The Le Mans lap speed was equally responsive on a circuit that had not changed its character as much as many. From 93 m.p.h. in 1950 the Aston Martin reached 121 m.p.h. in 1957. In 1952, the *équipe* was striving for the five-minute lap; in 1958 it was 4min 8sec.



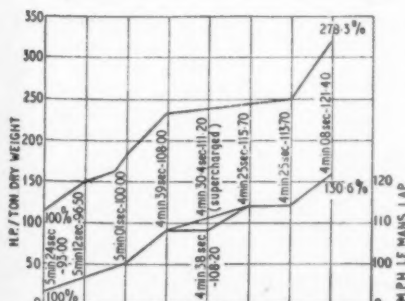
A comparison of the crankshaft, connecting rods and pistons of the earliest (left) and latest (right) designs for the 3-litre engine. The crankshaft of the former had four main bearings and the latest design seven



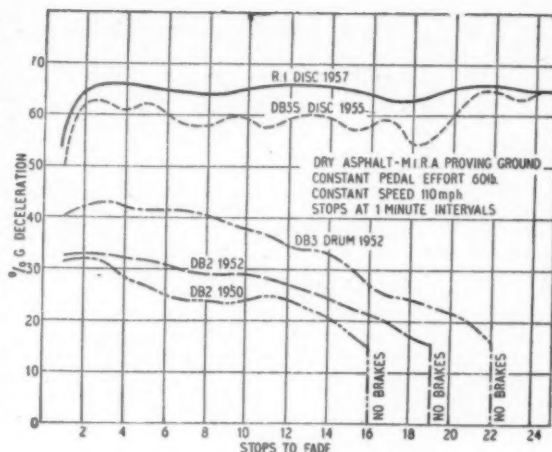
With a meeting in duplicate there is a bonus of questions, which could be relied upon to be searching in the Derby area. What effect had body shape? Mr. Wyer was asked.

In 1954 Vickers had co-operated with Aston Martin in producing aerodynamic two-seater saloons which the wind tunnel had proved to possess 25 per cent less drag than that of an open body. But they were slower, and the contradiction may have been explained by Mr. Wyer's remark that the drivers did not like them. No braking effect had been evident.

What steering characteristic did Aston Martin aim at? On the whole neutral, but with a slight understeer up to breakaway point. How was the standard of road-holding judged? Mainly by steering wheel reac-



Left: Development picture of the engine from 1950 to the end of 1957. During this period the reliable operating speed was raised from 5,000 r.p.m. to nearly 6,500 r.p.m. Below left: The improved cylinder filling achieved at the same time can be seen from these b.m.e.p. curves. The maximum figure is now being developed at 5,500 r.p.m. instead of 3,500 r.p.m. Right: Summary of the brake development from 1950 to 1957, showing the unquestionable advantage of discs



tion. The DB3S, for instance, had to be fought on a rough circuit: it was lively with the short wheelbase and low polar moment of inertia. The DBR1 had its masses at the ends of the car and so gave more warning of trouble to the driver.

What was the effect of the absence of synchromesh? The clutch parts had to take the brunt, but as there was not a great deal of mass involved the work was not too arduous. The racing department had found that synchro hubs tore off the gears, though if they were "doing it again" they would probably use Porsche synchromesh.

Would torsion bars continue to be used and not wishbones, with which it was known that A.M. had been experimenting? Yes, said Mr. Wyer, torsion bars would be used for the time being but not necessarily trailing links. Wishbones were lighter if not better—they could save 45lb of unsprung weight. The experimental wishbones happened to be available at the time but the experiments were, in fact, outside the sequence of racing development.

Had the change of crankcase material dictated the change in bearing design? Yes. It was quite impossible to make an alloy crankcase work with diaphragm bearings. The barrel design depended on fit, and control of expansion was not sufficiently close with light alloy. The speaker quoted a wise-crack by Alec Issigonis: with a barrel crankcase the shaft supports the case, not vice versa!

Was there any advantage in diaphragm bearings? They were cheaper to machine, said Mr. Wyer, but he would not now design to use barrel type unless it was for production cars. They were never so rigid.

Why the preference for the de Dion rear end instead of a fully independent rear suspension? (The de Dion system is often erroneously supposed to be fully independent.—Ed.) The answer to this one delighted at least one member of the audience who does not share the current enthusiasm for independent rear suspension. Aston Martin's technical director said that he had never driven a fully independently sprung car without roll oversteer. Indeed, he went so far as to suggest that if Mercedes had not had such an advantage in engine power they might have had a change of rear suspension layout forced on them.

Did Mr. Wyer think fuel injection held advantages? He would like to think so, but at Aston Martin did not support the claim, at least with manifold injection. There was, in fact, no good reason for gain because the Weber carburettor provided a good straight-through path for the mixture. As

regards direct cylinder injection he could not say. Certainly there were injection advantages in low-rev flexibility, but as racing looked on 4,500 r.p.m. as minimum working revs, such an advantage was academic.

Two incidental negatives: A lot of work had been done on finned brake drums without much difference being recorded over non-finned drums; and no, they were not trying light alloy gears. And then Mr. Wyer was tempted into looking ahead. Where were they going from there?

He thought towards a new engine, although he would hesitate to say that the ultimate had been reached in the development of that magnificent old power unit. At one time von Eberhorst had suggested that 180 b.h.p. would be about its limit but they were, in fact, now getting 260. The 90mm stroke was a handicap in the search for more power. The engine peaked at 6,400 r.p.m., and 6,800 r.p.m. was critical. Piston speed was 4,000ft per min and piston acceleration 100,000ft per sec per sec. Quite frankly, more modern proportions were needed. The chassis, too, was about at its limit, judged against the need to stand up to, say, 1,000 kilometres on a rough circuit.

Mr. Wyer was convincing on an old controversy. It was, he admitted, difficult to assess the advantage to production cars of racing because the benefits were felt a long time later. However, the cylinder head developed for racing in 1953 was the production head for Aston Martins in 1957, and gear box and braking improvements were race-bred. All disc developments had resulted from racing, and in 1952 they learned a lot about hypoid pre-loading and lubricants from the final drive of the racing car. One learned quickly from racing, where pure research might take much longer. But very important also was the psychological effect. Racing was a terrific stimulus to a design team.

And the team itself, the audience learned, was, in 1950, four mechanics, a foreman and Mr. Wyer himself. Now it numbered 10 mechanics, a superintendent and a project engineer, while the experimental department was made up of 15 fitters, a superintendent and a project engineer. The overall total included the chief engineer, two chief designers—one racing and one production—and eight to ten designer-draftsmen.

To those who have followed Aston Martin fortunes on road and track over the past few years, this history fills in the canvas in a most satisfying way, and they will be glad to join Mr. Wyer in paying tribute to Mr. David Brown—whose initials make up the DB of the famous type designation—for permitting the information to be disclosed. The moment is opportune, also, for acknowledging once again the debt that enthusiasts owe to "D.B." for keeping his cars running on the racing circuits of the world.



## Disconnected Jottings

BY THE SCRIBE

Barry Appleby Drawings

### On Getting Wet

IT is, more than anything, the children who draw families to the sea, causing notable traffic jams on the holiday roads at Easter and on summer weekends. But there is plenty of inland water in this country, and a brook or stream is great fun for children. It is good for paddling, damming, or just getting wet in. When looking for promising corners in my own county, I do like the Bartholemew's County map sheets. Map books, I find, are rather small in scale. Last weekend's discovery: a perfect watersplash.

A great new field of playgrounds for the people is opening up. It results from the activities of the inland waterways redeveloping authorities, whose activities may save the flow, purity and the navigability of many rivers and canals. I note that the new head of the M.o.T. redevelopment committee is Admiral Sir Frederick Parham, G.B.E., K.C.B., D.S.C., late Commander-in-Chief, Nore. He sounds like a man who has been fond of water, and of getting things done.



Fond of water

### Stainless

RECENTLY I asked, What is "stainless steel"? For it is rapidly becoming a public taste in cars, and a sales-point. I hinted that car makers might use ever-cheaper grades, until the stuff became as great a nuisance as is ordinary steel, when so shaped and contorted that it cannot be chromium-plated properly. I thought that the mention of chromium-plating stainless steel "to make it brighter in the showroom," could be the thin end of a sinister wedge; that the chromium might be used as a temporary shield for inadequate material underneath.

These remarks, says a letter from an authoritative source, were "completely apart." For "one does not expect the layman to be aware of what may be termed the more technical side . . . a great deal of misinterpretation may stem from this type of ignorance."

I learn that within what are called stainless steels there are over 45 dif-



Not my ideal of washing

ferent analyses, and that it is the job of the manufacturer, in consultation with the fabricator and sub-contractors, to select the appropriate types.

### Unjust Judges

NOW, that is just what I had feared, and dared to hint at, for car and accessory makers have been known to shave things down and down. I had hoped that "stainless" was a proud monopoly, that anyone who wanted to use it in a car would be dictated to and, indeed, forced to use what some great company knew to be its perfect product. This could, in handbooks, be named—and guaranteed, as the best batteries are, for two or three years.

The letter goes on to speak of warm soapy washing, which is not my ideal of plain cold water pouring from the garden hose. And it goes further to say that stainless steel trimmings are solid, and even if attacked by salt from the roads in winter, can be "readily restored." Well, that sounds like what housewives and soldiers call "elbow grease."

### Top Grades

AS I suggested when originally raising the matter, let the stylist use brightware with skill, relying on placing and visual effect rather than vulgar quantity, and then we can have top-grade stainless—each piece, I hope, bearing the maker's brand name with as much authority as a hallmark.

The same goes for "light alloy" brightware, which might be very choice, of almost marine quality and durability, or just cheap commercial aluminium which we know to be liable to serious corrosion by salt.

### Please Keep Out

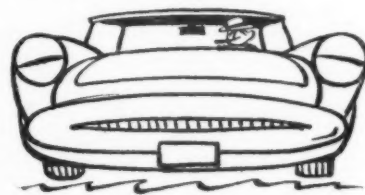
THERE is now general interest in car safety belts and harness. Inevitably, inadequate imitations and government surplus webbing have

begun to appear in shops, labelled "safety belts."

Now a window cleaner's safety belt, that clipped to rigging by the yachtsman to leave both hands free when working on the foredeck, toddler's walking harness and other such belts are safeguards against a simple fall. The requirements for securing a person in a car or aircraft in the event of an accident are much more exacting, and they demand a belt which is very strong and of correct width for the purpose, made by an honest and experienced firm. In addition, there must be a proper quick-release catch for the occupant or his rescuers to operate. And the whole thing must be anchored to the car's structure. A strength of 3,000lb has been generally thought to be the minimum. Many prefer a higher figure.

The British Safety Council, I believe, has made recommendations, but I think that before we really know what belts and harness are most valuable in British cars and conditions, we must await the results of the full research of the D.S.I.R., and the verdict of B.S.S.

Let the shoddy-merchants and the junk dealers keep out of this field entirely.



"So large that even I . . ."

### Big Fish, Now

AT one time, the speedometers of American cars were notoriously optimistic. But recently I rode in one that had an accurate instrument; I take it that the cars have grown so fast that optimism is no longer necessary. As the corny old fisherman's prayer goes, Lord grant that I may catch a fish. So large that even I, In telling of it afterwards, Shall have no need to lie.

That is a triviality. What is serious and important is the amazing advances in road holding, braking power and tyres which these great land-cruisers have achieved in recent years.

### Close Shave

A READER sends a cutting from the *Portsmouth Evening News*. It suggests a conversion we really ought to review, if it is manufactured, not home made:—

1933 Rover 10 PU, excellent condition, new tyres; chauffeur kept; wired for hedge cutting; £30.



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*around and about...*



*away with the dishes*



*... and so to bed!*



# PERFORMANCE ON PARADE



Fiat Abarth 750 Bialbero

## A Review of True Sports Cars of the World

### Great Britain

SINCE THERE are no hard and fast rules by which to define a sports car, except for competition purposes, an arbitrary decision has to be taken over borderline cases. Some 22 British makes are listed in the specification tables on pages 566 and 567, and several of these include more than one model—evidence that this country is by far the largest producer of sports cars.

A review of them in descending order of engine capacity brings the Jensen 541R to the fore. This has a 4-litre, six-cylinder Austin engine and a full four-seater body in resin-bonded fibre, with an excellent surface finish. Very high maximum speed (127 m.p.h. was reached in one direction during *The Autocar's* Road Test in January, 1958) is matched by servo-assisted Dunlop disc brakes. Not much is yet known about the new Aston Martin DB4 of 3.67 litres, but with 263 b.h.p. and a weight of 25-26 cwt, performance should be electrifying. A maximum of 140 m.p.h. is suggested. The well-known 3-litre DB3 is now available with a three-carburettor engine, which increases output to 197 b.h.p.

Jaguar's fastest production car is the 3.4-litre XK150 Type S roadster with three carburettors, 9 to 1 compression ratio and 253 b.h.p. With a remarkable racing record behind it, the Jaguar represents probably the world's finest overall value for money among sports cars, in terms of performance, character and quality. Disc brakes and an overdrive are standard on the Type S. Two other sports cars fit the 3.4-litre Jaguar engine—the Allard, which is made in very small numbers to order (mostly for the U.S.), and the Lister-Jaguars, dealt with along with other sports-racers on page 535. Some Allards are fitted with large-capacity American vee-8s for U.S. clients; a de Dion-type rear axle is optional. Standard bodywork is a fixed-head coupé with an exceptionally large window area.

BMW vee-8 engines of either 2.6 or 3.2 litres are catalogued for the Frazer Nash, of which production is very limited indeed. The F.N. basic chassis design has remained unchanged for a number of years, but it is a make in which a customer's individual requirements can be met.

An increase of engine power last year added to the Austin-Healey 100-Six's attraction. When tested by *The Autocar*



Austin-Healey 100 Six

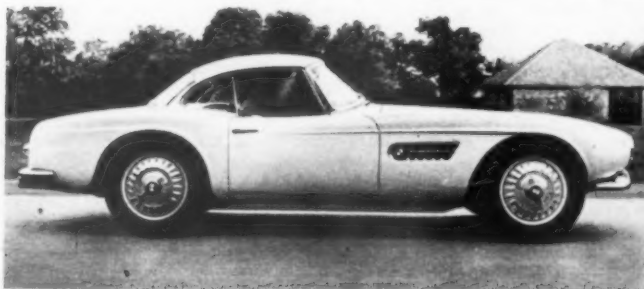
Austin-Healey Sprite



A.C. Ace Hardtop



BMW 507





Alfa Romeo Giulietta



Berkeley B105



Alfa Romeo 2000



Above: Aston Martin Mark III



Left: Aston Martin DB4

## PERFORMANCE ON PARADE . . .

in May, 1958, a hard-top version recorded a mean 110.3 m.p.h., and covered the standing quarter-mile in 18.1 sec.

Due for production by the autumn, the exciting new vee-8 Daimler Dart is a high-performance project from a firm associated with more leisurely transport. A small car dimensionally, with 140 b.h.p. stored under the bonnet, it accelerates vividly and has a high maximum. Suspension details are conventional, and it remains to be seen how the production car will handle.

A world-famous 2-litre is the Triumph TR3, which has not changed in fundamentals since its introduction in late 1952. A low-priced lightweight, with one of the finest quantity-production four-cylinder engines made, it has contributed handsomely to this country's sporting history. It was one of the first production cars to fit disc brakes, which are used for the front wheels only.

Using the TR3 engine and many other components, the G.T. Peerless is a four-seater sports saloon in moulded glass-fibre which is beginning to reach customers at home and abroad in small numbers. Its excellent aerodynamic form and small frontal area help it to exceed 110 m.p.h. It has a tubular space frame and a de Dion rear axle mounted on half-elliptic springs. Another make fitting the TR engine is the Morgan Plus Four, and there is a much cheaper version, the 4/4, with the 1,172 c.c. side-valve Ford unit and three-speed transmission. Morgans are fast, secure on the road, and exceptionally manoeuvrable. They are still hand-made in small quantities at Malvern, Worcestershire.

Alternative 2-litre engines—the single o.h.c. A.C., and high-performance Bristol pushrod units—are offered for the A.C. Ace roadster and Aceca coupé. These have all-independent suspension by transverse springs and wishbones. Rather Vintage in feel and character, the Bristol-Ace reached 118 m.p.h. when tested last autumn, and covered the standing quarter-mile in

16.5 sec. It has particularly efficient all-weather equipment.

A great favourite on both sides of the Atlantic is the fast and sturdy MGA, of which the twin o.h.c., 1.6-litre version has made the marque competitive with some makes in the next capacity class. This car, when tested last summer, reached 114 m.p.h., and covered the standing quarter in 18.6 sec. Also fitted with the MGA engine is the Elva Courier, a two-seater roadster on conventional lines with nice handling and high-gear steering. The Elva Mark 4 110, as well as the new two-seater, Climax-engined Cooper Monaco, are grouped with the other full competition cars on page 535.

The Climax-engined Lotus includes the dashing Elite coupé, with reinforced glass-fibre structure, which should soon be over its teething stage. The relatively cheap Lotus Seven sports two-seater, with separate front mudguards and a touring screen, is normally fitted with a 1,172 c.c. side-valve Ford unit with optional degrees of tune between 36.5 and 50.5 b.h.p. There is also a Seven de Luxe with the 1,100 c.c. Coventry Climax. The other Lotus types are described with the sports-racing cars.

Another Climax-engined car is the plastic-bodied Fairthorpe Electron, and there is a junior version of this car fitted with a tuned Standard 10 engine—the Electron Minor. An interesting newcomer with all-independent suspension and optional installation of 1,100 c.c. Climax or 1,172 c.c. Ford engines is the TVR coupé, which was described in *The Autocar* dated 6 March last. This little car has already made several friends in the U.S.A., but very few have reached private owners in this country.

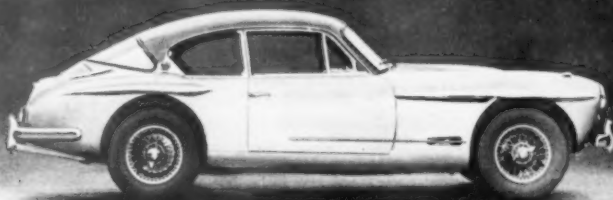
The economical little 950 c.c. Austin-Healey Sprite has acquitted itself well in international rallies and local sports car races—but usually assisted by proprietary tune-up conversions. It is precise to handle and inherently safe. When tested last June it reached 80 m.p.h. An unusual feature is the use of quarter-elliptic leaf springs for the rigid rear axle.

Supplementing the Austin A.35-engined Turner is a new 1,100 c.c. Climax-engined version, with the same basic chassis components. The Turner has a tubular frame, Austin A.35 front suspension components, and rear suspension of its rigid axle by



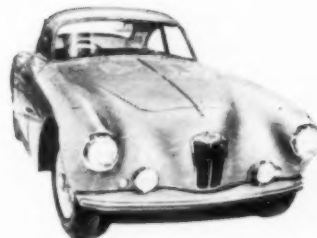
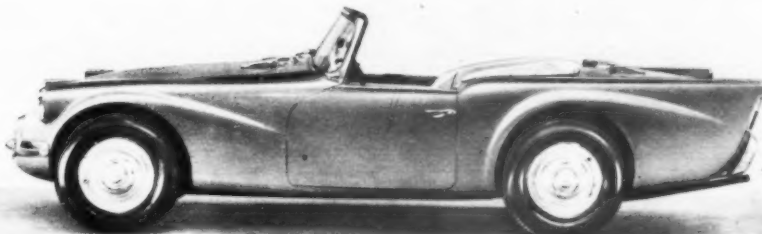
longitudinal radius arms in conjunction with transverse torsion bars. It is marketed only as an open two-seater.

At the bottom of the capacity scale are the Berkeley and the Friskysprint. Details of the latest four-stroke, vertical-twin-engined Berkeley appeared in *The Autocar* of 13 March 1959. This new, high-performance version supplements the established two-stroke, three-cylinder car which was tested in *The Autocar* of 15 August 1958. The latter car has a very lively performance, although it is neither particularly smooth nor quiet. The four-



Jensen 541R

Daimler Dart



Frazer Nash Continental

stroke car is available with alternative degrees of engine tune (41 and 51 b.h.p.), of which the more powerful version should give this very lightweight vehicle exceptional powers of acceleration as well as a fast top speed. The ultra-light Friskysprint has a 31 b.h.p., two-stroke Excelsior engine, and a dry weight of little over five cwt. It was shown at Earls Court last year with rakish competition-type open bodywork.

## Italy

AFTER THIS COUNTRY, the most prolific manufacturers of sports cars are the Italians, with about ten makes, several being derivatives of Fiat products. A great name in sports car racing during the last decade has been Ferrari. In addition to winning races all over the world, they carry at international motor shows stimulating coachwork by the great Italian houses. One can choose between the 12-cylinder, 3-litre 250 Gran Turismo, the monstrously fast and powerful vee-12 Super America of nearly five litres, and the new vee-6, 2-litre Type 196; even this small-engined car has 200 b.h.p. All production Ferraris have rigid axles, those of the 250 and 410 being carried on half-elliptic leaf springs. The 196, a single-camshaft (per bank) development of the Type 206 2-litre which had its maiden outing at the 1958 Easter Goodwood meeting, uses coil springs at the rear. On the open road there is practically nothing to touch a Ferrari—except another Ferrari. The make has started the 1959 season well with a 1-2 victory at Sebring.

Maseratis are made in four competition guises, and one for Grand Touring. The G.T. has a 3½-litre, six-cylinder engine giving 230 b.h.p., and a rigid rear axle. Immensely fast, the 3500 G.T. Maserati carries exotic bodies by Farina, Touring and others. Sports-racing Maseratis are mentioned on page 535.

Alfa Romeo field an assortment of 1,300 c.c. Giuliettas, and the four-cylinder 2000. All Alfa Romeo engines have twin overhead camshafts; sports Giuliettas start with the 80 h.p. Sprint coupé, and extend to the aerodynamically shaped Sprint Speciale, with 100 b.h.p. and a maximum of some 125 m.p.h. Alfa Romeos have coil-sprung, rigid rear axles located by longitudinal radius arms and triangulated stabilizers for lateral support. They are a by-word in road-holding wherever sports cars are discussed.

At the last Turin Show, Lancias introduced short-chassis versions of the 2½-litre vee-6 Flaminia, which now replaces the famous G.T. Aurelia. The Flaminia is the first Lancia to cast aside sliding pillar front suspension and adopt wishbones and



Jaguar XK150S



Ferrari 250GT California

Fairthorpe Electron Minor

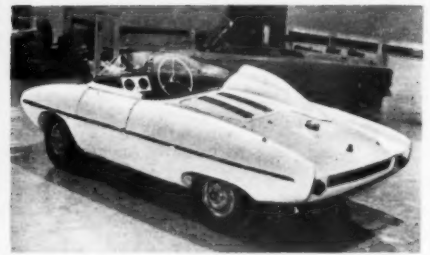


Fiat 1200





Lancia Appia G.T.E. Zagato



Lancia Flaminia G.T. Touring

Friskysprint



## PERFORMANCE ON PARADE . . .

coils. Its transmission group is attached to the chassis, and the rear wheels are joined by a de Dion tube carried on half-elliptic springs. This system combines traditional Lancia stability with exceptional comfort. The 1.1-litre Appia vee-4 has been developed further, the new G.T.E. version having 56 b.h.p. and a top speed of over 90 m.p.h. It uses sliding pillar independent suspension in front, conventional half-elliptic springs with a rigid axle at the rear. The Appia is remarkably quick over difficult journeys, having exceptional road-holding and quick manoeuvrability.

Fiats have introduced a handsome new version of the 1200 Spyder roadster, using the same engine as the Full Light saloon. A truer sports car—the 1500 with Osca-based engine—should reach production in midsummer. Although shown at Geneva and Turin, its full specification is not yet known. The four-cylinder engine has twin-overhead camshafts, and develops 81 b.h.p. The chassis structure is basically that of the Fiat 1200.

Of increasing importance are the Abarth derivatives based on the smaller Fiats, and on the Alfa Romeo Giulietta. Abarth models take in the 500 Fiat and include several versions of the 600, increased in capacity to 747 c.c. The most powerful is the 750 Bialbero Record Monza, with twin overhead camshafts and 61 b.h.p. A Zagato-bodied 750 G.T. tested by *The Autocar* last autumn proved to handle enchantingly, with no trace of rear-engine vices. It reached over 95 m.p.h. and covered the standing quarter-mile in 20 sec. The Alfa Romeo Abarth 1000 is a forward-engined car based on Sprint Veloce parts, but with a special short-stroke crankshaft. It was first shown at Turin last autumn. Abarth cars have bodies by Zagato, Bertone and Allemano.

Oscas are designed and built by the Maserati brothers. All are sports-racing competition cars and are handled on page 535. The Morettis are high-performance small cars made in limited numbers, with engines of 750 and 1,200 c.c. A five-bearing crankshaft is used for the 75 b.h.p., 750 engine. This is optional in the G.T. model, standard in the competition roadster. Another Fiat 600 derivative is the Nardi 750, using the standard side camshaft and pushrods, and having elegant G.T. integral bodywork by Vignale-Michelotti. Siata is another make constructed in small quantities, but offering a wide range of sporting models from 500 c.c. to 1,650 c.c., all based on Fiat components.

## Germany

ONE OF THE GREAT names in motoring competition is the Porsche, which has benefited from especially proficient development work. A recent Porsche success was 3rd, 4th and 5th places at Sebring (also 8th, 10th and 11th) in overall classification, behind two Ferraris, for the 12-hour race. This was a repetition of the 1958 Le Mans 24-hour race, when Porsches finished 3rd, 4th and 5th—all on 1½-litres.

There is a rich choice of models, with coupé, convertible and roadster bodies, and from 60 to 115 b.h.p. The 148 b.h.p. competition RSK model is dealt with on page 535. Several current models have the twin overhead camshaft heads which were developed on the race circuits. Porsches are notable for effortless and economical running at high cruising speeds, delicate handling and comfortably soft suspension. They come from a factory world-famous for its engineering standards.

Mercedes continue to make the famous fuel-injection three-litre 300 SL, now in hard-top and roadster versions. A real sports car, in which the noises of engine and transmission are scarcely muted, the 300 SL has a very high performance and unusual handling qualities, which have to be learnt before getting the best out of the car.

Largest private car engine produced in Western Germany is the 3.2-litre vee-8 BMW, which powers the Type 507. A high-compression version is now available which gives 165 b.h.p. Despite its dashing appearance, the 507 is more of a sporting



Elva Courier

Grégoire Sport



Cooper Monaco





Lloyd Alexander TS Frua

than a sports car, and has not been seen much in competition. In the car's interior the emphasis is on luxury and comfort, perhaps regardless of the weight penalty which this implies.

Introduced last autumn was the NSU Sport Prince, a fashionable coupé on the miniature car chassis. For this the four-stroke vertical-twin, 583 c.c. engine has been stepped up to 30 b.h.p., and the claimed maximum is around 75 m.p.h. The body was designed by Bertone of Italy.

Another German-Italian product is the Lloyd Alexander Frua, which shortly goes into production. This is an elegant little coupé, which weighs rather more, but is better shaped, than the standard saloon. On a power-weight basis it only just qualifies as a sports car.

## France

ONCE THE SOURCE of many fine and fast sports cars, France now has little to offer in this line. Most familiar are the little Panhard-derived DB, and 750 Renault-derived Alpine. The DBs, made by Deutsch and Bonnet in the suburbs of Paris, use the Panhard air-cooled, flat-twin unit and the front-wheel-drive which have carried them to many class victories in competitions. Production versions have closed two-seater bodywork moulded in glass-fibre plastics. Fastest is the G.T. Circuits, with rakish competition body and the Super Rallye 52 b.h.p. engine.

Rear-engined, the Alpine has a similar outline to the DB in closed form, but is also made as a convertible; both are moulded in glass-fibre plastics. Most powerful is the A108, enlarged from 750 to 904 c.c., and intended for competition use. With 60 b.h.p. and a five-speed gear box it exceeds 100 m.p.h. and is entertaining to drive.

The Lago-Talbot now belongs to Simca, and the America coupé, equipped through the years with Lago-Talbot, Maserati and vee-8 BMW engines, now has a humdrum side-valve vee-8 of 2.3-litres, as used in the Vedette saloons. Another borderline sports car, for different reasons, is the Chrysler-powered Facel Vega HK 500, which is faster than most sports cars (140 m.p.h. plus), accelerates vividly, handles in the grand manner and has disc brakes; yet the emphasis is on fast luxury travel with no eye to competition.

Produced in very small numbers since 1956, the front-drive Grégoire Sport was designed by a famous exponent of front-drive and the use of light alloy castings for chassis structures.

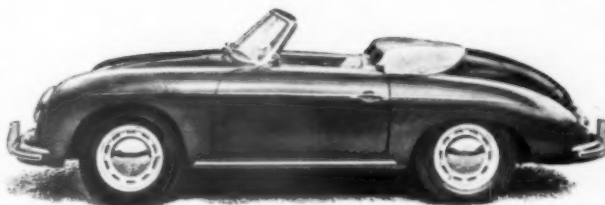


TVR Grantura 1100

M.G. MGA Twin-Cam



Lotus Elite



Porsche Carrera

NSU Prince Sport



It is, incidentally, the only supercharged car now listed. It has a flat four, water-cooled engine of 2.2-litres, boosted by a Roots-type blower to give 130 b.h.p. The four-speed transmission has a direct third and geared-up fourth speed. Nearly 120 m.p.h. is claimed for this model, which usually carries coupé or convertible coachwork by Chapron. Dunlop disc brakes are fitted to its front wheels.

## U.S.A.

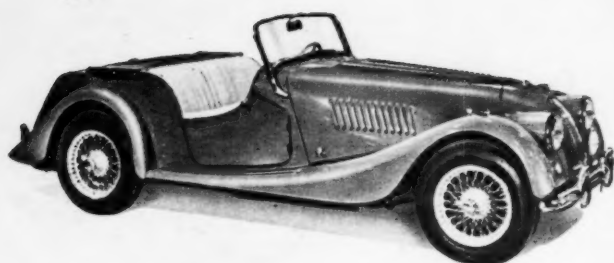
A POWERFUL WAVE of interest in sports car racing, sweeping over the United States, has drawn large numbers of European sports cars in its wake. There has been no serious effort by a U.S. manufacturer to put an equivalent on the market. There were the Cunninghams, then the promising Duntov Chevrolets—which raced only once—and more lately Lance Reventlow's remarkable Chevrolet-powered sports Scarab, which he has put aside in favour of a formula I project.

Initially almost a sports car, the Ford Thunderbird has grown

Mercedes 300SL







Morgan Plus 4



Triumph TR3

## PERFORMANCE ON PARADE . . .

obese with age. The plastics-bodied Chevrolet Corvette is the only full U.S. sports car, and has much to offer—on paper—five engine options from 233 to 294 b.h.p., and a choice of transmissions including automatic. Its power and speed are not matched by European standards of controllability and braking endurance. The more powerful versions have fuel injection.

Stemming from three roots (chassis and engine by Bristols, body by Bertone, inspired and marketed by Arnolt of Chicago), the Arnolt-Bristol is a two-litre of high quality and several years' standing. It comes as an open roadster, a rakish Bolide Spyder for competition, and as a smart coupé.

### Sweden

TWO SWEDISH sports cars, the Saab Sonett and Volvo Sport, have been discontinued. However, the two-stroke, three-cylinder Saab is now available in a specially equipped G.T. version, using a development of the Sonett engine which, for competition, can be obtained with an output of 55 b.h.p. The G.T. 750 Saab is equipped with many of the essentials for serious rally work—seat harness, average speed computer and so on—as standard specification.

### Austria

NO FULLY national Austrian sports cars are made, but the VW-derived Denzel (or WD) has been in limited production for a number of years. It is made as a sporting two-seater roadster or coupé, both with claimed maxima around 100 m.p.h. VW suspension components and a modified VW engine, stepped up

to 65 b.h.p., are used. Steyr is still in business, making cars based on obsolete Fiats 1400B and 1900B parts. The Steyr 2300 Sport is, in effect, a four-door Fiat saloon powered by a Steyr four-cylinder engine of 2.3 litres.

### Switzerland

ANOTHER VW-DERIVED sporting car is the Swiss Enzmann, carrying striking two-seater bodywork, both open and closed, of moulded plastic. Engine options are a single carburettor, 1,192 c.c. VW unit giving 42 b.h.p. at 3,400 r.p.m., and a 45 b.h.p. 1300 with a special crankshaft, which is termed the Super 1300.



Denzel Sports 1500



SAAB G.T. 750



Maserati 3500 G.T.

Turner Sport

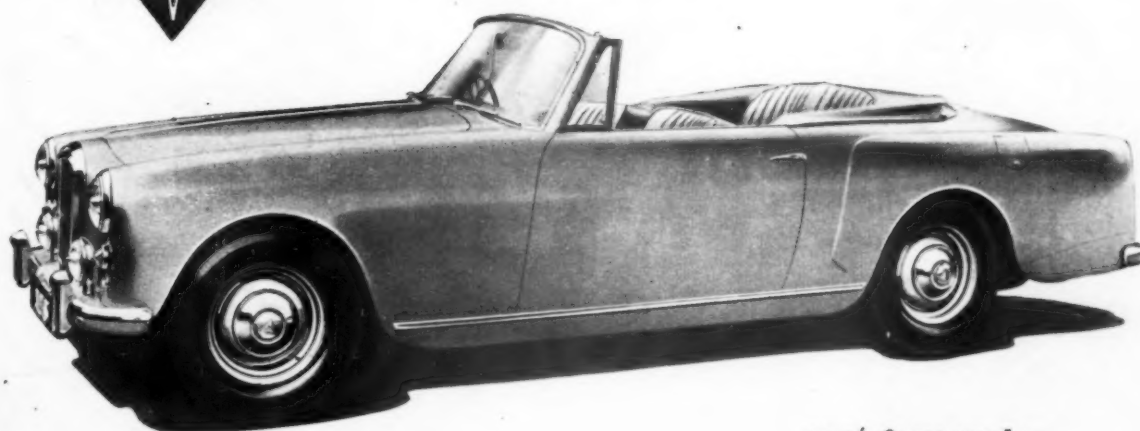
Peerless G.T.





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# Sports-Racing Cars

**Maserati** competition cars are a 200 SI—a four-cylinder, two-litre with 190 b.h.p.; the 250S, a similar chassis, with a four-cylinder 2½-litre engine giving 240 b.h.p.; the 300S, having a three-litre, six-cylinder unit with 270 b.h.p.; and, finally, the 450S. Largest in the range, this has a 4½-litre vee-8 unit producing 420 b.h.p. It has a five-speed gear box with direct-driven fourth.

**Oscas** are designed and built by the Maserati brothers. All have twin-overhead camshaft, four-cylinder engines with capacities of 749 c.c., 1,092 c.c., or 1,491 c.c. The 1½-litre formula 2 car has an output of 140 b.h.p. Oscas are designed for competition rather than road use.

Of advanced design, the **Porsche RSK 1500** has the air-cooled, flat-four-cylinder, 1½-litre engine (148 b.h.p. at 8,000 r.p.m.) immediately ahead of the rear wheels. There are low pivot swing axles located by Watt's linkages, and front suspension is by trailing arms and laminated transverse torsion bars. The gear box has five forward speeds, and dry weight is only 10½ cwt.

This year the Cambridge-built **Listers** have a new low-drag body designed by Frank Costin. Jaguar engines of 3, 3.4 or 3.8 litres or the 4.6-litre Chevrolet Corvette are installed in a ladder-type tubular chassis, with wishbone and coil spring front suspension and a de Dion rear axle. Disc brakes, inboard at the rear, and light alloy wheels are of Dunlop manufacture.

Based on the successful Grand Prix cars, and using identical engine, transmission and suspension assemblies, the **Cooper Monaco** is a rear-engined sports-racing car, of which much is expected. Coventry Climax twin-camshaft engines of 1½ or 2 litres may be fitted. Wishbones and coil springs are employed for the front suspension; at the rear there are single wishbones and a transverse leaf spring carried between trunnions to increase roll stiffness. Girling disc brakes are fitted and magnesium alloy wheels are of bolt-on type.

**Lotus** offer their Fifteen and Seventeen models for sports car racing. Both have light, tubular space-frame chassis, and strut-type independent rear suspension. Whereas the Seventeen is for club racing and has the single-cam Climax engine, the Fifteen, for major events, may be powered by the 1½- or 2-litre twin-cam unit.

A comparatively new, yet already successful addition to these ranks is the **Lola**, made at Byfleet. Fitted with the single-cam Climax engine, it has tubular space-frame, all independent suspension, and light alloy drum brakes. Rear suspension is interesting in that each wheel is located by a single low-mounted wishbone and a longitudinal radius arm, in conjunction with the drive shaft which has no sliding joint. The enveloping bodywork is exceptionally low and dry weight is only 7½ cwt.

From Bexhill comes the **Elva**, the Mark 4 version of which has the ubiquitous 1,098 c.c. Climax in a light tubular frame. Suspension is independent all round, and drum brakes are fitted.

Oscas 1500



## PERFORMANCE ON PARADE



Lotus Seventeen



Lister-Jaguar

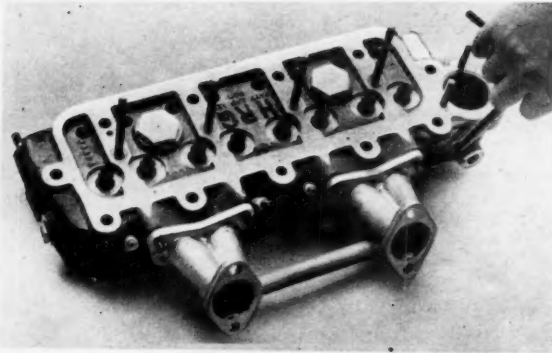
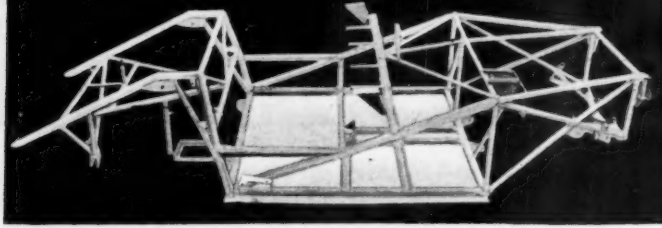


Porsche RSK 1500

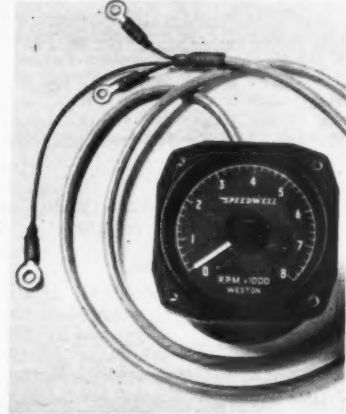
Lola



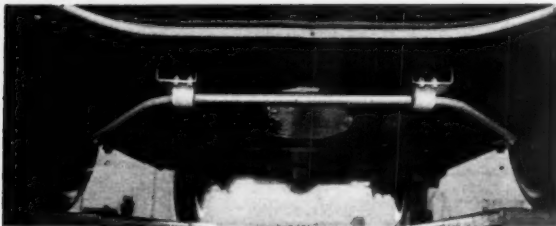
## MORE AND Few Aspects of Car Performance



Top: The DD2 multi-tubular space frame by Buckler. Above: Top side of the H.R.G. head for the B series B.M.C. engine



The Speedwell-Weston rev counter is operated electrically by the ignition impulses



An anti-roll bar available for some B.M.C. cars by the Wembley Auto Transport Supply Co., Ltd.

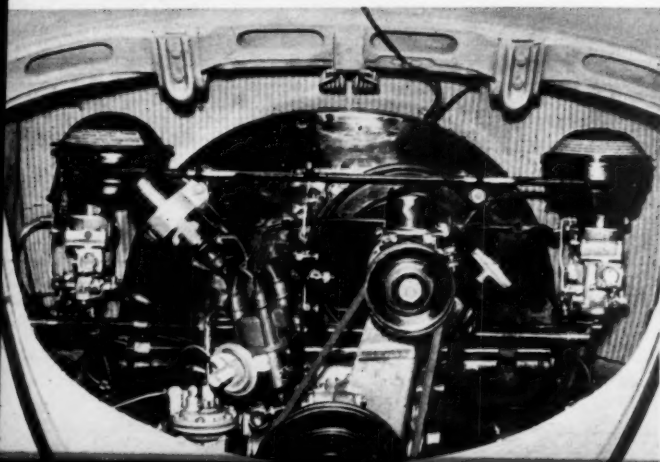
**W**ERE there a full catalogue of the kits and modifications available for most quantity-produced family and sports cars we would find engine tuning predominant; but as their number grows so the scope of tuning as a whole widens. Heavy bonnet lids can be discarded in favour of alloy or glass fibre structures; suspension modifications include anti-roll bars in addition to Panhard rods, special spring dampers, and complete i.f.s. assemblies for beam axle cars; brakes can more easily be given power assistance in addition to special, anti-fade linings; and the number of instruments includes electrically driven, accurate rev counters which are easily installed in any car. Then there are auxiliaries such as more powerful water and oil pumps, and oil coolers.

Several complete engine conversions have been tested by *The Autocar* and, beginning on page 555, these are reviewed, with performance data and an indication of the improvement compared with that obtained with the standard models. The number of companies having some connection with improving the performance of standard cars ranges from the big specialist firms, whose names are household words among the sporting fraternity, to small garages who offer a single modification, such as a special exhaust system, for one specific model.

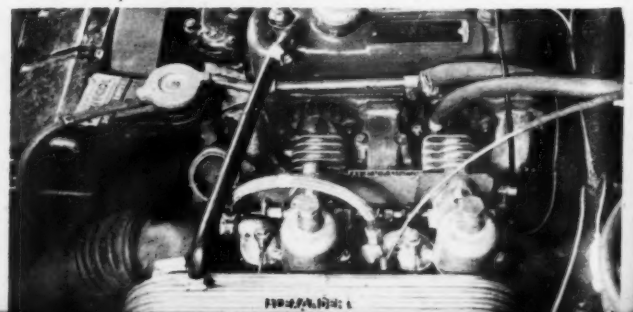
Most of the companies who are serious contenders in the tuning field are listed under appropriate headings in the table on page 558. A resumé of their products is given with representative prices. Clearly it is not possible to include their complete catalogues, some of which run to many pages. For this reason the would-be tuner, having assessed the form, should write to appropriate companies direct for information, stating the exact model whose future performance is being considered.

There are several general considerations of importance which should be understood before any work is undertaken by or for the driver whose enthusiasm is not matched by technical knowledge. For example, tuning old engines can be a risky business. Higher efficiency at the "top end" puts greater loads on all the bearings encircling the crankshaft and on the shaft itself, pistons and rods. Even if all these are well fitted and have a reserve of strength in their designs, their metals may be fatigued owing to age. Such engines, even when in good condition, may have lost performance owing to the cumulative effect of slight wear in auxiliaries such as carburettor, and the distributor and its drive; and the camshaft may have lost its original profiles. In these circumstances expensive tuning of an old engine may not be worthwhile, the cost being better employed in contributing to a newer model.

There is the parallel of the car liked by its owner except for



Left: A Volkswagen conversion by Adams. Below: This Alexander conversion for the Sprite is, in effect, stage two tuning for the A series B.M.C. engine





# MORE MODS

Have Escaped the Attention of Tuning Specialists



Some of the sports and racing camshafts by K. N. Rudd (Engineers), Ltd. of Worthing

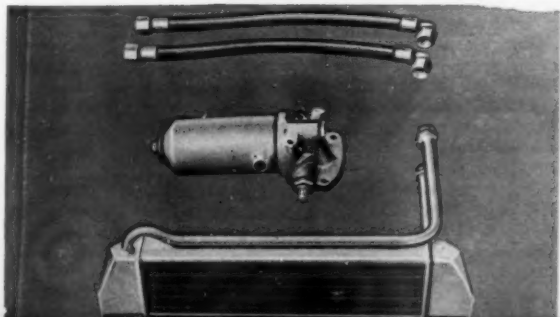
the sluggishness with which it was born. The attempt to make a sprightly model of such a carriage is often better rejected in favour of changing the car. It is worth remembering that tuning modifications do not normally add to the value of the car for resale; rather the reverse, as potential buyers automatically assume—not without reason—that the car has had a hard-driven life. The ill effect on sale price when the original product was of leisurely character is likely to be greater.

Having decided that the car is both suitable and fit for tuning, one must consider what effect extra power output is likely to have on suspension and brakes. While the mass-produced engine, built to a price, can be made a better unit at extra cost, the original manufacturer is not likely to have had this in mind when he designed the chassis. A car in standard form whose brakes are barely able to hold out when the car is driven hard will spoil the driver's pleasure when he finds the tuned car potentially dangerous. We recommend attending to brakes, and suspension if necessary, before undertaking extensive tuning. Better brakes and more stable handling are in themselves worth while, after all, not merely as a prelude to engine development.

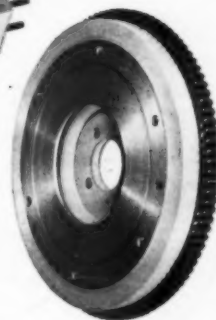
In most cases brakes can be made fade-free by the use of special linings alone, the increase in pedal pressure required for any given retardation not being unreasonable. It is important that bedding-in instructions are carefully followed, however, for heavy braking during the first 500 miles or so can cause high-spotting of the drums and consequent brake ruin.

For many suspensions there are now heavy duty dampers, or it may be possible to adjust existing units. Stabilizer bars are available for virtually all cars which need them, and the number of anti-roll bars is increasing. Also, one must not forget the widening range of tyres which are specially well suited for hard driving, from the points of view of grip, long life

Below: S.A.H. Accessories offer an oil cooler with modified filter head for Triumph TRs. Right: This 1,172 c.c. Ford conversion is from the Derrington range



Top right: Carbery Garage have these manifolds for Rootes engines. Above: A Dauphine head modified by Butler's of St. Albans. Right: This lightweight steel-faced alloy flywheel is by Aquaplane for the Minor 1000. There are other versions



and tyre squeal reduction. Shortcomings of these stabilized tread tyres, such as the Michelin X and the new Dunlop Dura-band, are of little consequence to the sporting motorist.

Before settling for a complete conversion, the design of the car concerned should be studied, particularly if cash resources are limited. Sometimes it is possible to get a really worthwhile improvement from a relatively small modification. An example of this is the bottling-up of exhaust gases by "manifolds," simple in the extreme, feeding into cheap silencers. The substitution of manifolds with a branch for each port, and a high efficiency silencer, may in combination alone make a marked improvement, all without ill effect on fuel consumption.

One last word on m.p.g., so often a deciding factor in tuning decisions. Increased engine efficiency may be used to provide greater economy, but only if journey speeds remain as before. In practice a tuned car is driven faster than before and m.p.g. is reduced. However, one can have it both ways to an extent, using moderate speeds on routine home-office runs, and enjoying the extra power when the nature of the run matches the weather and the mood for "giving it the gun."

A list of tuning kits appears on page 558.



# Season's

## A TECHNICAL SURVEY OF FORMULA 1 & 2 CONTENDERS

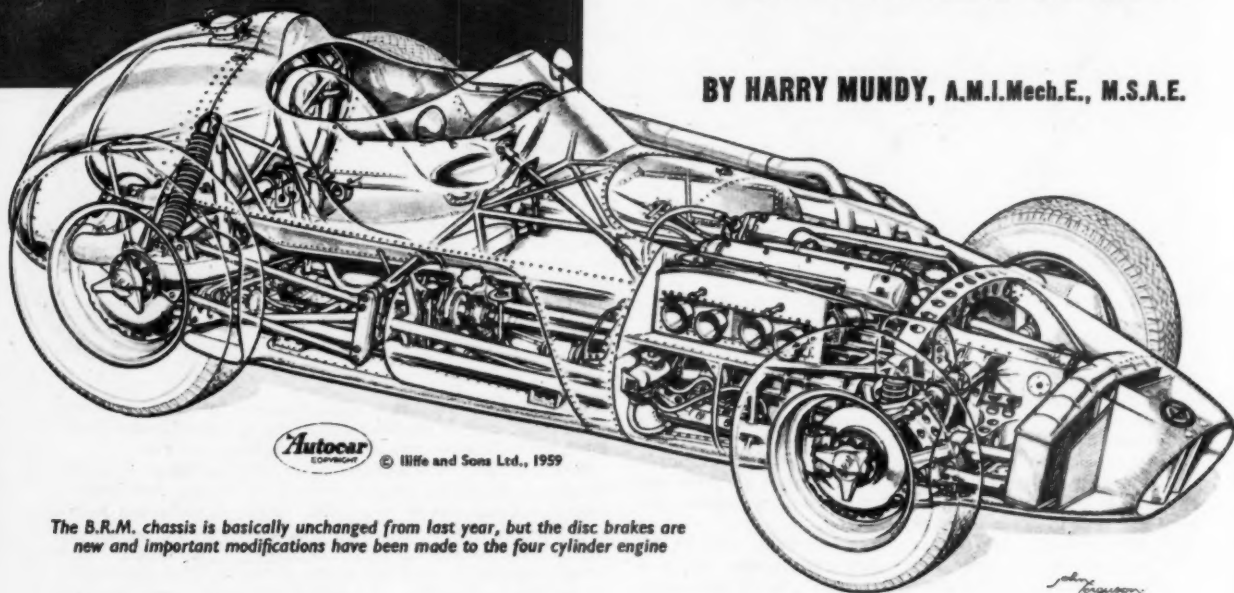
# Prospects

538



B.R.M. with tail cowl removed, showing the new cooling ducts for the Dunlop rear disc brake. The disc protrudes beneath the dotted form of the body outline

BY HARRY MUNDY, A.M.I.Mech.E., M.S.A.E.



The B.R.M. chassis is basically unchanged from last year, but the disc brakes are new and important modifications have been made to the four cylinder engine

**T**HERE are two more seasons of racing with the current formula 1 before the new 1½-litre limit, with its controversial minimum weight clause, comes into operation in 1961. From this it can be deduced that there is little likelihood of any completely new designs emanating from the established manufacturers, but there will be continued development to increase the performance and road-holding of existing designs.

On the horizon there is one completely new car from America, the Scarab, which is being produced under the patronage of Lance Reventlow, who has already had a not inconsiderable experience of European circuits and conditions. There are no revolutionary features in this design, the engine being a four-cylinder unit with proportions very similar to the Vanwall.

It is not yet certain whether these cars will be completed in time for the commencement of the European season at Monaco, although entries have been made. Reventlow has stated that this first year will be looked upon as a period of development, in preparation for a full-scale attack on the European circuits in 1960. In the following pages is the first full technical description of this new car.

British prospects for retaining the formula 1 constructors' championship are obviously not so bright in view of the withdrawal of the Vanwall team. Mr. Vandervell's plans for the coming season are not yet known, other than the fact that development is proceeding on the cars; the racing organization has been pruned but not abandoned, and development work on the engine is certainly going on. Before the original announcement of Mr. Vandervell's retirement from the racing scene on medical advice, it was planned that new bodies would be produced for the 1959 cars. They were to be lower, slimmer and would obviously effect a saving in weight. It is still possible that at least one of these cars may appear at selected races.

Even without the appearance of the Vanwall, this country will most probably still be represented by four makes in the majority of this season's *grand epreuves*. On the appearance of

the Aston Martin no official statement has been forthcoming from Mr. David Brown so far, but this is expected within the next few days. It is known that intensive development trials on the new cars—the plural is important—have been undertaken at Silverstone and Goodwood, with Salvadori doing the majority of the driving. Moss was retained for one of these trials to assist in suspension development, and it is known that he, at least, equalled the existing Goodwood lap record.

It can be assumed that the Grand Prix Aston Martin will bear a very close resemblance in its mechanical details to the sports-racing cars. A 2½-litre version of the six-cylinder engine, the DBR1/250, with a bore and stroke of 83×76.8mm, has been in existence since the Le Mans race of 1956. In that form it retained the four-bearing crankshaft, but it is not difficult to add three extra main bearings which increased performance would undoubtedly demand, and the later experience of new types of cylinder heads on three-litre sports cars could be readily applied.

Aston Martin have a race-proved five-speed transmission integral with the final drive, equipped with a ZF limited slip differential. It would appear to be a reasonable assumption, therefore, that the new Grand Prix car could be, in effect, a closed-in and lightened single-seater version of the successful sports cars. Just as soon as the firm's technicians can convince Mr. David Brown that these cars will compete at least on equal terms with their competitors, an announcement on their appearance for a specific programme of races can be expected.

Since the B.R.M. was introduced in 1955 it has always been full of promise, but has passed through many unfortunate stages—will 1959 be its big year? From its performances last year the earlier suspension and road-holding problems appear to have been solved with the adoption of coil springs for the front and rear suspensions.

During the winter, detail modifications have been made to the suspension and steering, but basically they are the same as last year. The most significant change on the chassis is the adoption of Dunlop disc brakes in place of the previous Lock-



(Above) The B.R.M. brake discs are much thinner than those used by their competitors. (Right) 1959 car, with modified carburettor air intake having a lower entry point



heed system. Last year brake troubles were rather frequent but they were thought to be traceable to engine vibrations (which affected the hydraulic and servo systems) rather than to any part of the braking layout.

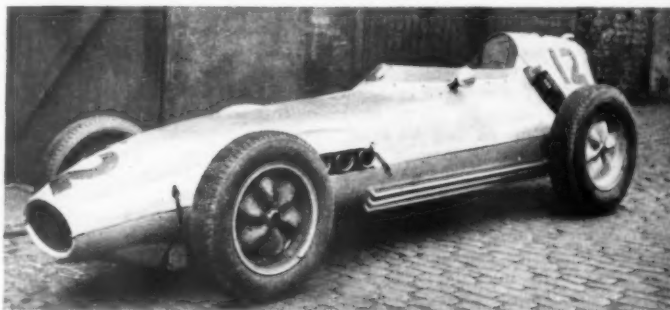
With the adoption of Dunlop brakes, to which no servo system is applied, the previous design of two outboard discs at the front wheels and a single disc on the transmission at the rear has been retained. This arrangement has been criticized in many quarters, often by people who should know better. In a racing car which, for the majority of corners, is braked from speeds in excess of 100 m.p.h., the percentage of braking effort between front and rear is in the proportion of at least 60-40 and would often probably approach 70-30. The weight transfer (despite the use of a low centre of gravity) at these speeds accounts for such variation in load. Thus the amount of heat which the brakes need to dissipate is roughly divided as two-thirds front and one-third rear—a requirement met by the B.R.M. arrangement.

There is an added difficulty with the transversely mounted inboard rear disc brake in providing an adequate amount of cooling air to dissipate this heat, and further development work on this aspect has been undertaken by the engineers at Bourne. The drivers expressed complete satisfaction with these new brakes at the Easter Goodwood meeting. An interesting aspect of the rear disc is that the internal ventilating slots of the previous Lockheed design are no longer used. The opinion of the Dunlop engineers is that these could have resulted in distortion,

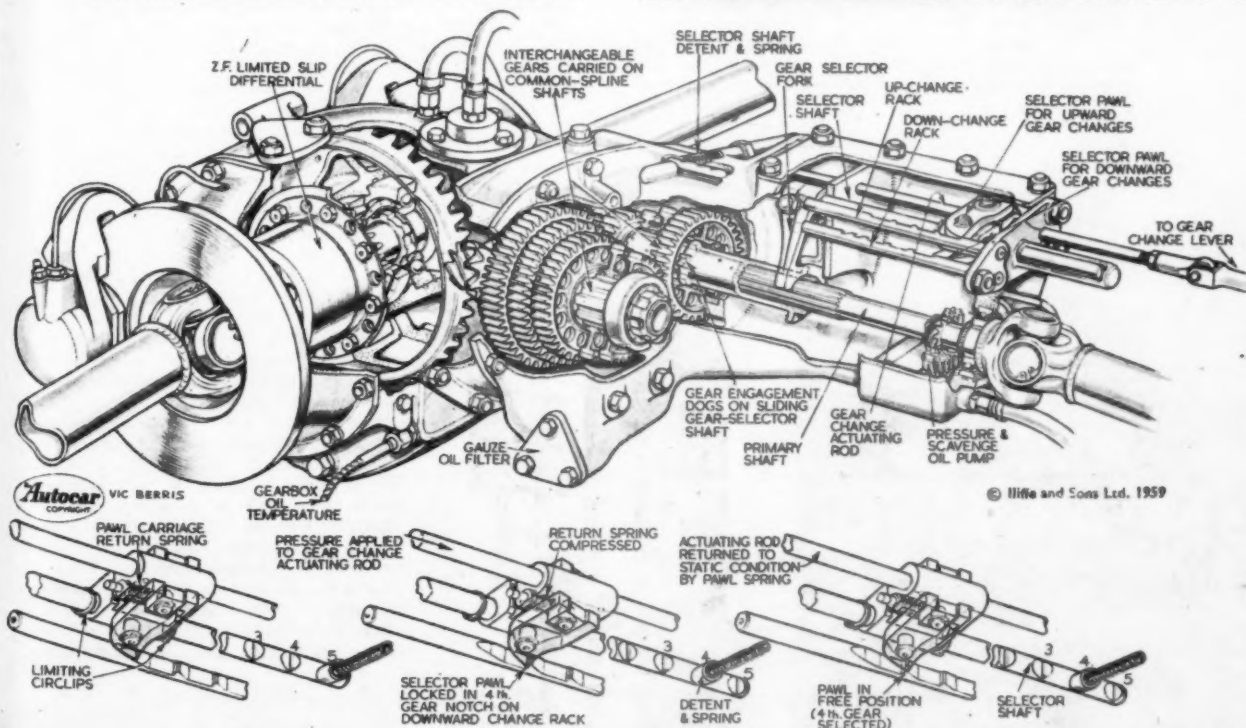
causing high spots and extremely high local temperatures.

Considerable modifications have been made to the B.R.M. four-cylinder engine, the most noticeable of which is the re-adoption of four main bearings for the crankshaft. Last season a five-bearing shaft was introduced in the hope of increasing rigidity, to eliminate failures of the camshaft and auxiliary drive gears arising from deflections at the flywheel end. This meant that substantial sacrifices had to be made on the mass of balance weights which could be incorporated on the crankshaft.

One of the real problems facing the designer with a short-stroke engine—and the B.R.M. engine is very over-square with its 4.050in bore and 2.950in stroke—is the difficulty of finding

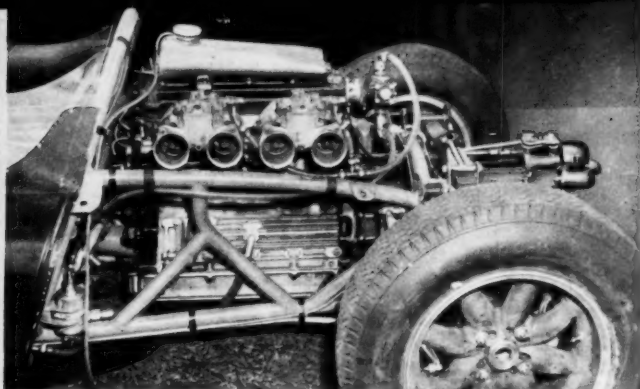


(Right) Team Lotus car with oil cooling tubes outside the body. (Below) its five-speed transmission and positive stop type of gear selector.

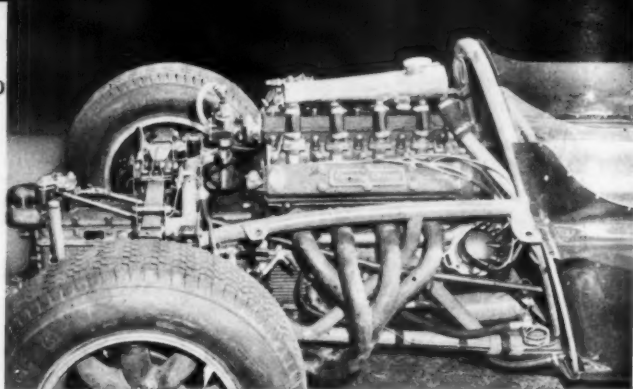


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(Left) New 2,495 c.c. Coventry Climax engine installed in a Cooper. Visible external differences are the 58mm Weber carburetors, main bearing lateral bolts and a low-mounted coolant pump. (Right) Exhaust side of the engine. The Cooper gear box has a redesigned top selector cover

## SEASON'S PROSPECTS...

space on the crankshaft for sufficient balance weights because of clearance with the piston at the bottom of the stroke, particularly if the connecting rod centres are kept short. In reverting to the four-bearing type of shaft, this component has been stiffened and the wide balance weight restored in the flying web between the two centre cylinders. As a result, the power unit is said to be much smoother; it is thought that many of last year's troubles, related to the vibrations which crept in with the change to five bearings, should now be eliminated.

An increase in power has been obtained by the use of a new cylinder head. During 1957 when alcohol fuels were permitted the B.R.M. was developing around 280 b.h.p. Last year the output was considered to be 30-40 b.h.p. down on this figure. The power obtained with the new head, resulting in part from much work on the porting undertaken by Harry Weslake, is now approaching very close to the 1957 figures. This engine has always had enormous valves, the head diameter of the inlet being 2½ in. These dimensions are retained but the ports at the manifold face are much smaller than previously, being 1.56 in. It is now accepted by most British designers that better filling can be obtained by speeding up the gas velocity over this portion of the port before the inlet valve, and by this means the torque range of the B.R.M. engine also has been improved.

Work is proceeding on a cylinder head with desmodromic valve gear, but this will not be introduced in the team cars for the time being. A considerable amount of single-cylinder research work has been undertaken on this new valve gear, and it has been applied to a four-cylinder unit, but there are still some problems to be solved before it is ready for racing. Drivers of the Bourne cars already signed for this year will be Schell, Bonnier and Flockhart.

Last season Lotus were not very successful in either formula

1 or formula 2 events—it was the old story of a small organization over-stretching its resources in attempting too much. As a result, the new car intended for the beginning of the season did not make its appearance until the French Grand Prix at Rheims in July and, in fact, it was still not fully developed when the season ended. This year, works cars will take part in formula 1 and 2 events only, with the exception of important sports car races such as Le Mans.

A considerable amount of development work has been done during the winter on the Grand Prix cars, which will be basically the same for formula 1 and 2 events, with the exception, of course, of different engine capacities. Two types of chassis will be seen this season, the works cars differing from those sold privately in respect of the frame and suspension.

Cars for private sale will be basically the same as last year's streamlined car, in which the propeller shaft runs diagonally across the frame, and enables the driver to be seated low down to the right of it. The engine is placed at a compound angle in the frame. Around the crankshaft axis, it is swung over at 17deg from the vertical on the right-hand side, which brings the inlet ports on the opposite side to a horizontal position. It is also placed at an angle of 10deg across the frame; as a result the transmission shaft runs at a compound angle of 12deg. This is rather high for the normal Hooke-type joints, and a constant velocity type of shaft will be introduced later in the season, as soon as lubrication problems are overcome by the suppliers.

The input shaft of the five-speed gear box is now in a horizontal plane (previously it was immediately below the final drive shaft). Gear selection is by means of a sliding main shaft which has a single splined dog for selecting each gear in sequence, and all cars will be equipped with a positive stop type of gear change. The gears on the first and second motion shafts are each mounted on the same size of spline, which means that the third, fourth and fifth gears can be changed to obtain a range of eleven ratios to suit any circuit. As a result of this interchangeability, the ratio of the spiral bevel final drive is fixed, as indeed are those of first and second gears—it is only the upper ratios which need to be adjusted to individual circuits.

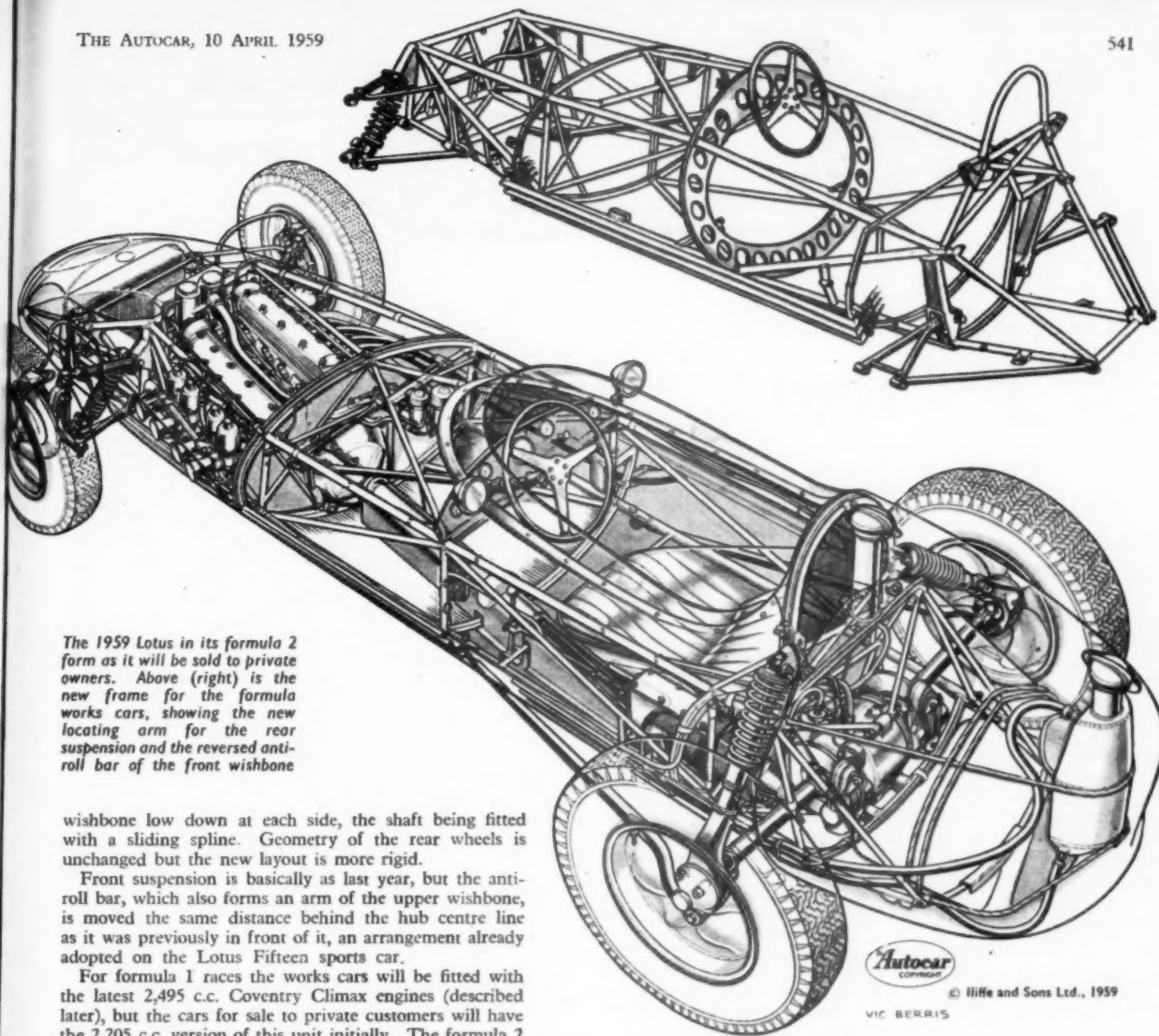
A considerable amount of detailed work has been undertaken on this gear box. It now has a separate scavenge pump in tandem with the pressure pump—previously the first speed gears were used for scavenging. Much work has also been undertaken to eliminate oil churning in the gear box side of the transmission and exhaustive tests during the winter have shown that operating temperatures have been reduced considerably.

For the works cars a new chassis frame has been produced, and the driver is seated 1½ in to the right of the centre-line of the car. This frame uses the previous space type of structure but is equipped with an elliptical sheet metal section at the scuttle—quickly dubbed by the mechanics the hula hoop type. Chapman strut-type rear suspension is retained, but instead of each wheel being located laterally by its drive shaft and a side radius arm there is now a single three-arm

(Left) Preliminary output curves of the new Climax engine illustrate its wide range of useful power. (Right) Collotti-designed five speed transmission casing for the Cooper-B.R.M.







The 1959 Lotus in its formula 2 form as it will be sold to private owners. Above (right) is the new frame for the formula works cars, showing the new locating arm for the rear suspension and the reversed anti-roll bar of the front wishbone

wishbone low down at each side, the shaft being fitted with a sliding spline. Geometry of the rear wheels is unchanged but the new layout is more rigid.

Front suspension is basically as last year, but the anti-roll bar, which also forms an arm of the upper wishbone, is moved the same distance behind the hub centre line as it was previously in front of it, an arrangement already adopted on the Lotus Fifteen sports car.

For formula 1 races the works cars will be fitted with the latest 2,495 c.c. Coventry Climax engines (described later), but the cars for sale to private customers will have the 2,205 c.c. version of this unit initially. The formula 2 cars will be identical in all respects, other than having the 1,500 c.c. engine, which in this form uses twin-choke S.U. carburettors.

The Cooper works team will be represented by two formula 1 and two formula 2 cars, to be given by Australasians Brabham and McLaren and American Masten Gregory. Design of these cars is substantially as last year with detail modifications. The main changes are different engine mountings, a means of adjusting the rear suspension to alter the camber angles and larger section tyres. Further stiffening of the Citroën-based transmission has been undertaken, with a completely redesigned top cover having new selection mechanism. The works cars will be powered by Climax engines for both formulae, but the marque will be represented also by private owners with different engines in both classes of events.

The most exciting private Cooper project is that of Rob Walker using one of last year's five-bearing B.R.M. engines. This unit is approximately 4in longer than the Climax engine around which the car was originally designed. As a result, the driving position has been moved forward a similar amount, and a new frame has been necessary. Many of the curved tubes typical of the Cooper frame have been replaced by straight ones, gusseted at junction points for increased stiffness. Pedals have been located farther forward, and are mounted in pendant fashion to give more foot room.

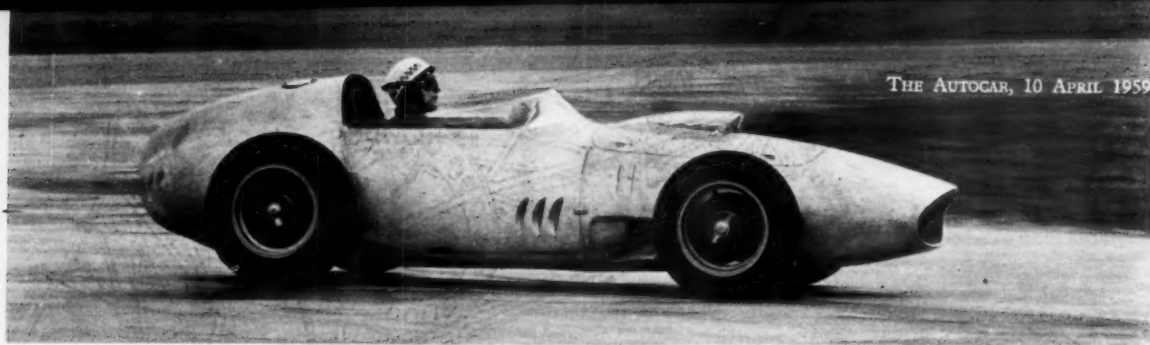
B.R.M. have also supplied a light alloy radiator which is mounted much further forward on outriggers than the normal Cooper position, with an oil tank behind it. It was necessary to move the magnetos, for they would have protruded too far forward in their normal position on the front of the engine. B.R.M.

undertook all the work involved in repositioning these on each side of the block, one under the carburettors and the other beneath the exhaust manifold. This involved the provision of a new chain drive, enclosed in an alloy casing which bolts to the three-stud mountings of the original magneto position.

Long before there was any thought of fitting a B.R.M. engine Alf Francis, Walker's chief mechanic, had commissioned a new five-speed gear box to be designed and manufactured in Italy. It is the work of Ing. Collotti, who was previously with Maserati and was responsible for all their recent transmissions. It is of the two-shaft, all-indirect type, with constant mesh gears and dog engagement for the upper four ratios. These are contained within the main casing, first and reverse gears being overhung from the bearings and within the end cover.

The Walker équipe has also had delivery of a 2,495 c.c. Climax engine, and still have their last year's 1,495 c.c., 2,014 c.c. and 2,205 c.c. units. In addition, they have an arrangement with Borgward to use the 1½-litre four-valve fuel injection engine (described in *The Autocar* of 23 January 1959) of which they have two, for formula 2 events. Stirling Moss will drive the B.R.M.-engined car at Monaco, and also a formula 2 car in some events, but Trintignant is available to drive in both categories.

Two Borgward engines have also been supplied to the British Racing Partnership, and the German firm have undertaken to supply spares, carry out overhauls and provide the services of a racing mechanic when required. The Borgward Company are not participating in any events with their own cars this season; in their few appearances last season these were, on occasions,



Behra tests the new season's Ferrari at Monza. The car is more streamlined than last year's models, with a closely cowed cockpit, wrapped round Perspex screen and more prominent nose. Air is fed to the carburettors through a Perspex cowling with a forward raked intake

## SEASON'S PROSPECTS...

very fast. Output figures of 160 b.h.p. have been quoted for this engine, but a study of the design would suggest that a maximum of less than 150 b.h.p. would be more accurate. True comparisons will be possible with the Coventry Climax engine, which has a known output of 147 b.h.p.

Yet another interesting formula 1 project is the Maserati-engined Cooper belonging to C. T. Atkins, of High Efficiency Motors, Ltd.; Salvadori will drive this car when his other commitments permit. The engine is a 2½-litre four-cylinder Maserati, and it is coupled to the normal Cooper gear box and transmission. It has been developed from a 2-litre sports-racing engine designed in 1956, and has a bore and stroke of 96×86 mm. With a compression ratio of 9.75 to 1, the output is claimed to be 230 b.h.p. at 7,000 r.p.m.

Despite the use of these newer types of engine, **Coventry Climax** will continue to supply the majority of power units, particularly in the formula 2 class. In its various capacities, over 100 of the basic FPF twin overhead camshaft type have been sold since it started life as a 1½-litre in 1956. For this year a considerable amount of redesign has been undertaken on the new 2,495 c.c. unit, but the other capacities are unchanged.

Greater capacity has been obtained by increasing the bore to 3.70in and the stroke to 3.50in. Extra balance weights have been added to the crankshaft to eliminate deflections experienced in last year's design, which resulted in centre main bearing failures. At the same time, all the main bearing caps have been strengthened, and each is provided with two ⅝in dia lateral bracing bolts at each side to obtain a more effective bond with the crankcase. Local bulges in the path of the con rods have been added to the crankcase to give more clearance than hitherto. Another detail change is the moving of the coolant pump from the cylinder head to a position lower down on the front cover of the camshaft gear train. This is to permit more latitude in the position of customers' radiator header tanks. Changes have also been made in the cylinder head, to provide for larger diameter valves and increased port sizes. Further modifications are contemplated to the valve gear in order to increase the power. The first three engines have already been delivered, one to Cooper, one to Lotus and one to Rob Walker.

This prototype batch developed 220 b.h.p. at 6,750 r.p.m. There was insufficient time fully to explore the effects of inlet and exhaust manifold tuning if these early engines were to be made available to customers in time for the Easter Monday Goodwood meeting, so that even with the existing heads at least an extra 15 b.h.p. should be possible. What is important is that

even in their present form the engines have very useful power over a wide range, for they develop 187 b.h.p. at 5,000 r.p.m.

Ferrari must start the season with the best chance of winning the constructors' championship and providing the world champion from his very strong team of drivers, comprising Brooks, Behra, Phil Hill and Allison; Gurney and Gendebien will presumably specialize in sports car events. Last year the Ferraris were probably faster in all-out speed than any of their rivals, but were inferior in road-holding and, more particularly, braking. With the change to Dunlop tyres and disc brakes for the coming season, these deficiencies should be largely ironed out.

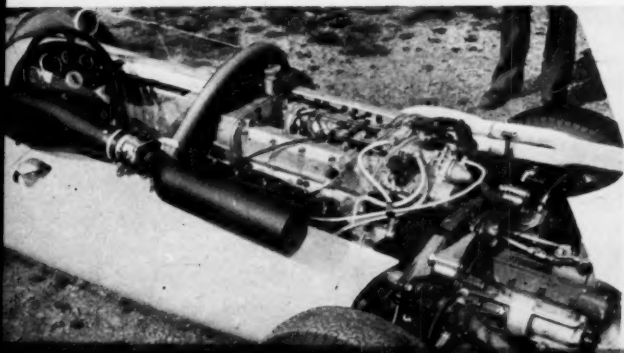
A considerable amount of redesign of the chassis has also been undertaken. There is a new frame, the basis of which is a parallel tube of approximately 3½in dia at each side, running aft from a fabricated box front member; this is U-shaped, the upstanding ears of which are braced at the top by a 1½in dia tube. The two large diameter side members are joined by a cross tube of the same diameter at a point below the front edge of the seat, aft of which they taper to a diameter of 1½in at the point where they join the vertical member which forms the anchorage for the side radius arms of the de Dion axle. These large diameter side tubes form the lower members of the frame, and there is a smaller diameter tube above, connected by four vertical members.

In addition to the modifications for using Dunlop disc brakes, the front suspension uses a one-piece forged wishbone at the top; last year it was a tubular fabricated affair, but is now similar to the lower assembly. Koni dampers are mounted inside the helical suspension springs, an arrangement which has also been adopted at the rear to replace last year's transverse leaf spring layout.

The 65deg vee-6 engine is basically unchanged, but it seems certain that the type 256, with a bore and stroke of 86×71mm (2,451 c.c.), will replace last year's type 246, which was 1mm smaller in the cylinder bore. A new type of integral transmission, in which the gear box is mounted below rather than in front of the final drive section, has been developed, but it is not known yet whether this will be used during the coming season. The type 246 engine had a claimed output of 290 b.h.p. at 8,300 r.p.m., and the drivers were known to take the revs well beyond 9,000 r.p.m. on occasions without any damage to the valve gear. So far as is known, Ferrari has done little investigation on either fuel injection or desmodromic valve gear, and if the previously claimed output figures are correct it can be assumed that the new larger capacity engine will develop close on 300 b.h.p.

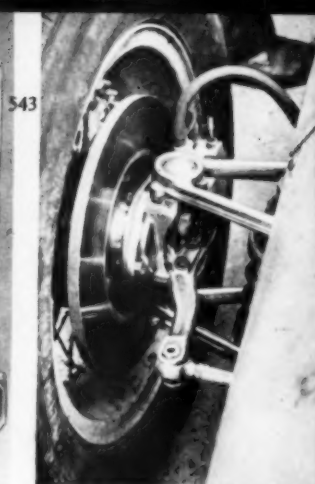
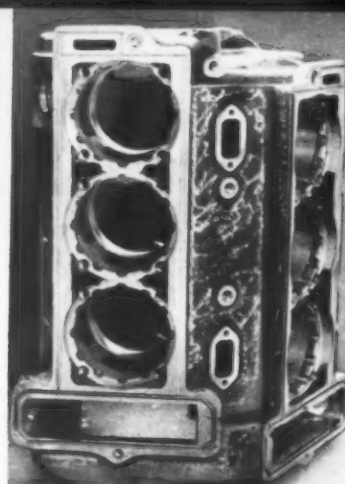
Ferrari also has a fully developed formula 2 car in existence which undoubtedly he will use for selected events. It will enable him to make a first-hand assessment of the opposition

(Right) Cooper-Borgward with its enormous air intake mounted outside the body to obtain maximum ram effect. (Left) Its four-cylinder twin overhead camshaft engine has four valves per cylinder, dual ignition and Bosch fuel injection





(Above) Test driver Severi at the wheel of the new Ferrari, which now has coil springs for the rear suspension and Koni telescopic dampers



(Centre) Cylinder block and crankcase of the Ferrari vee-6 engine. (Right) Its front suspension with forged upper wishbone and Dunlop disc brakes

when the 1½-litre formula becomes operative in two years' time. But it must not be assumed from this that his car for that era will bear much resemblance to the present formula 2 design.

Works-serviced type 250F Maseratis belonging to private owners will be the only cars representative of this famous make. Development work has come to a standstill on new types of racing cars, and these privately owned vehicles can be expected to give only token opposition as they are now very heavy and under-powered by modern standards.

When Porsche introduced a single-seater version of their RSK sports car and entered it in the formula 2 races at Rheims and the Nurburgring last year, the car was much faster than the opposition, and seemed to have the reliability for which this make is renowned. It is no secret that Porsche were among the German protagonists who gave support to the 1961 formula 1. The latest version of their air-cooled engine is already developing 170 b.h.p. Encouraged by their success in two formula 2 races last year, it would be an easy step to build a smaller and lighter single-seater car specifically for this category, to be used in selected races.

In prospect, the 1959 season shows no sign of deterioration in technical interest, with two new makes of car joining the fray, and competition should be just as intense as hitherto. Interest in the formula 2 category will be greater than previously, and from it much valuable information will be obtained for 1961.

## Reventlow Scarab

FOR the first time since the 'twenties, Grand Prix racing will be contested by an American racing car whose design and construction is solidly founded on transatlantic racing practice. With all due credit to Cunningham's sports car efforts, it is fair to say that their layout was not drawn in any way from the considerable backlog of track and road racing know-how accumulated in the U.S., both before and since the dramatic rebirth of road racing there. Techniques and talents that have lain relatively dormant on the international level have finally been activated in a most satisfying way by the enthusiasm and finance of 22-year-old Lance Reventlow.

After personal experience of cars such as the Mercedes 300SL, Maserati 200SI and 1100 and 1500 Cooper-Climaxes, Reventlow determined to set up an organization to build his own racing equipment. The first product of Reventlow Automobiles In-

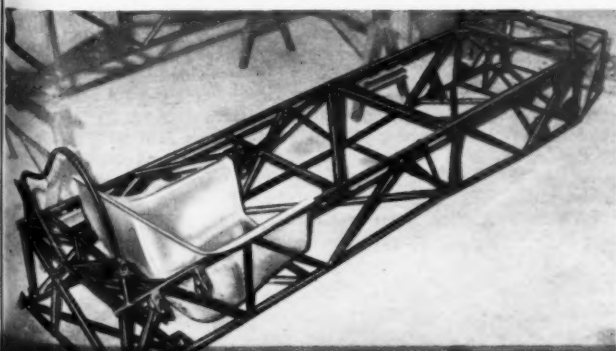
corporated, the Scarab sports car, had a devastating effect on American racing and proved very nearly equal in lap-time ability to the 4.1-litre car that Ferrari had built in anticipation of unlimited sports car competition in 1958. Substantially the same staff is responsible for the new Grand Prix car.

To enter international racing, RAI needed a new engine, whether they were interested in sports or G.P. contests, and the decision to follow the *monoposto* trail was dictated by the lower costs inherent in the simpler layout of a Grand Prix machine. At the moment the actual performance of the engine is highly problematical, first tests being planned for early April, but it is possible to examine many aspects of its design. The layout is an in-line four, chosen for constructional simplicity and for flexibility, the basic design being adaptable to displacements from 1,500 to 3,000 c.c. Dimensions of 3.75in (95.25mm) x 3.375in (85.73mm) are intriguingly close to the Vanwall's 96 x 86mm—and this is not the only (chance) resemblance to the successful British engine.

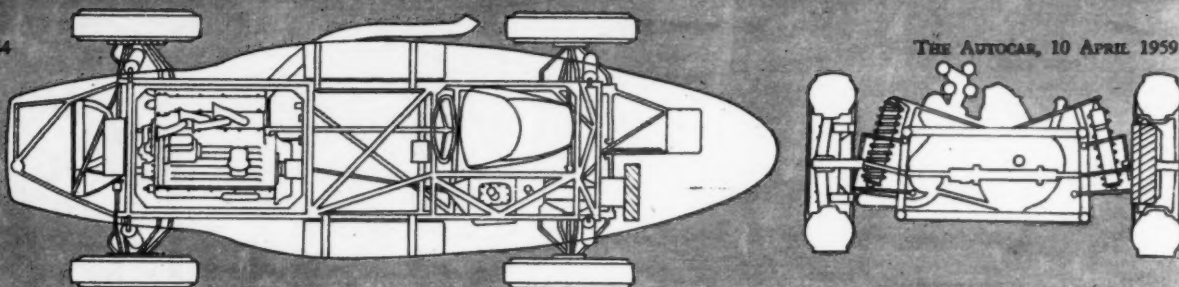
Several years ago Traco Engineering was founded by Jim Travers and Frank Coons, two graduates of hot-rodding who had worked with Stuart Hilborn on fuel injection and had prepared Bill Vukovich's very successful Indianapolis mounts. One of Traco's first assignments was the dissection and analysis of the Mercedes 300SLR that had found its way to the Ford Museum in exchange for some information on Detroit-style mass production, Ford being particularly curious about the desmodromic valve gear. When the industry decided to ease out of competition in mid-1957, Traco were able to buy their data back from Ford, and had it handy when Reventlow called.

Along with many other Scarab parts, the desmodromic valve gear and a single-valve test rig were machined by Jim Nairn, an aluminium prototype cam preceding a steel set of lobes in development. Final master cam lobes were made five times actual size to guide W. G. "Racer" Brown, whose Camshaft Engineering Company supplies the cams for the formula 1 Scarabs just as it did so effectively for the sports cars. The mechanism itself naturally resembles that used by Mercedes, the main deviation being in the adjustment for the closing

(Below) Space-type frame of the Scarab with offset driving seat. (Right) Panels on the body rig give an impression of its final shape







Design layout of the Scarab showing the chassis plan view (left) with the offset transmission on the end of which is the abandoned single rear brake behind the differential. (Right) Front suspension, with engine installed at 10 deg from the horizontal

## SEASON'S PROSPECTS...

rocker clearance. An arrangement of shim washers under a button at the point of cam contact replaces the Untertürkheim eccentric sleeves around the rocker pivot.

Seeming moderate because the desmodromic gear does not need exaggerated ramping, the valve timing is as follows:

|              |            |                |            |
|--------------|------------|----------------|------------|
| Inlet opens  | 24deg BTDC | Exhaust opens  | 54deg BBDC |
| Inlet closes | 50deg ABDC | Exhaust closes | 20deg ATDC |

Both open periods are of 254deg duration, the inlet period simply being "advanced" 4deg in relation to the exhaust. Initial lift is planned to be 0.50in. For comparison, the timing of the 300SLR engine is fairly represented by the following:

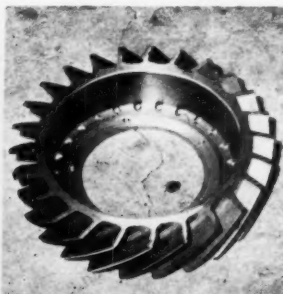
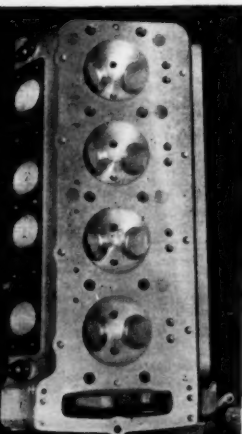
|              |            |                |            |
|--------------|------------|----------------|------------|
| Inlet opens  | 20deg BTDC | Exhaust opens  | 60deg BBDC |
| Inlet closes | 55deg ABDC | Exhaust closes | 0deg ATDC  |

Inlet duration is 255deg against 240deg for the exhaust, while inlet lift of 0.53in compares with 0.46 at the exhaust valve. In view of these relationships, it would seem that RAI decided to use only one valve opening curve in the interests of simplicity, just altering the relation of inlet to exhaust, as is easily done with a twin-cam engine; and they chose the inlet valve curve of the 300SLR as their general model.

Although the Scarab's cylinders are double the size of those of the M196 engine, it seems that Traco may have elected to stay close to the Mercedes' valve sizes as well. Pertinent dimensions for the Scarab's 0.375in-stemmed valves are 1.890in for the inlet head and 1.830in for the exhaust. Since the exhaust diameter is so close to that of the inlet, both valves may be derived from the 1.950in inlet poppet of the 300SLR, which had a 1.633in exhaust valve. For further comparison the Vanwall's valve sizes correspond to those of the late oversquare Norton, at 1.968in inlet and 1.720in exhaust, indicating that the Scarab has not utilized desmodromics solely as a route to bigger valves, and is definitely built with reliability in mind—at least for the first season!

The valves are angled symmetrically at 42deg to the centreline of the head and are serviced by ports of 1.750in and 1.687in for inlet and exhaust respectively. Nominal gas speed in the inlet port at the target r.p.m. of 7,500 will be about 320 feet per second—high by German and Italian racing standards but undoubtedly beneficial to low-end performance. Inlet ports are also angled to impart a "swirl" to the incoming charge.

(Left) Spherical combustion chambers of the Scarab cylinder head, showing the tappings for either dual ignition or a single plug with fuel injection. (Right) A brake drum with the deep helical cooling fins



Two 14mm spark plug holes are tapped into the hemispherical chamber, either for dual ignition or for direct fuel injection by Robert Bosch in conjunction with one plug. If the latter arrangement is used, it would be reminiscent of Karl Brandt's two-valve head for the early racing Borgwards; Brandt had no little trouble getting the proper angle for an injection nozzle so mounted. Hilborn port injection and Weber carburetors will also be evaluated on the prototype engine.

In charge of overall engine design for the Scarab, Leo Goossen is also Chief Engineer of Meyer and Drake—the home of the Offenhauser engine in all its forms. At 59, Leo is the best and indisputably the most experienced racing engine designer in America. On the basis of his work with the Offy, Goossen would have preferred to equip the Scarab with a non-detachable head and a full barrel-type crankcase, but Traco specified head removability and a more conventional crankcase, undoubtedly with servicing in mind. Wet liners in the light alloy block-crankcase are conventionally located.

By extending the crankcase sides well down past the crank centreline, Leo laid the foundation for a near-360 deg bracing of the five main bearings that would come as close as possible to the rigidity of the barrel crankcase. The whole block is 12.25in deep. Two 3/4in studs sunk 2in into the crankcase webbing retain each main cap, which is further anchored by horizontal cap screws penetrating from the crankcase exterior. Lastly the shallow "sump"—really a cover—casting abuts against and supports the caps when it is bolted in place.

As in the big Offenhauser engines, the 100 per cent counter-balanced crankshaft is machined from a billet of chrome-vanadium steel, the journals being drilled out for lightness. Main bearings are 2.625in in diameter and 0.875in wide, and run at a clearance of 0.002in. The same clearance applies to the 2.250in diameter rod journals, which are 0.938in wide. Connecting rods are 6.125in long centre-to-centre, with two 7/8in cap bolts at the big end and a bronze bush at the small end.

Shaped to provide a 10 to 1 compression ratio, the full-skirted pistons carry two 0.078in wide compression rings and a single oil scraper 0.187in wide. Skirt clearance is generous at 0.012in.

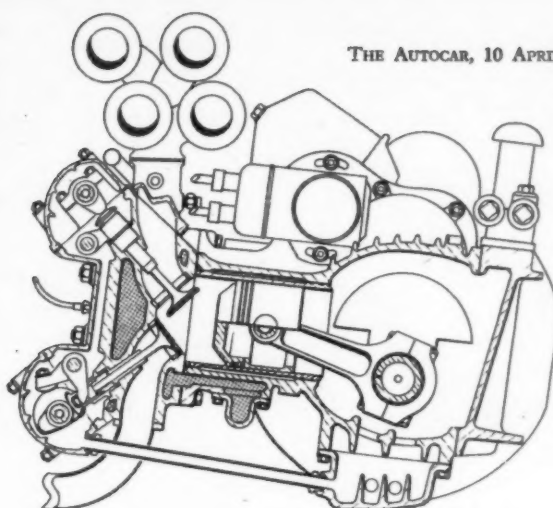
Ten spur gears, driven from the crank nose, drive the camshafts, the centrifugal water pump (at half engine speed), the Scintilla magneto, and the twin oil pumps for the dry sump lubrication system.

Maximum output is expected to be reached at about 7,500 r.p.m., which equates well with the 7,400 r.p.m. at which the Vanwall is rated, but 8,500 and 9,000 are anticipated on demand. They should certainly be within the range of the valve gear, which, more than anything, is a reassuring safety factor. RAI modestly expects around 235 b.h.p. at first trials, with 250 when the cars go racing, 270 being the goal for 1960. These refer to horses bred in Los Angeles rather than Detroit!

Generally the disposition of the Scarab's drive line is what Lotus wanted to accomplish with their new single-seater for 1958, and, particularly regarding the gearbox placement, is what Lister did accomplish in his second formula 2 car of 1957. Recent Indianapolis history, of course, gives ample experience with the nearly flat engine mounting, this new engine being laid out specifically for such placement. As in the Belond and similar cars, the drive line runs straight back along the left-hand side, the initial impulse in this case coming from a Lockheed twin-plate clutch mounted on a steel billet flywheel. A short, universal-jointed drive shaft continues to the transmission, built in unit with the final drive and resting under the driver's left elbow.

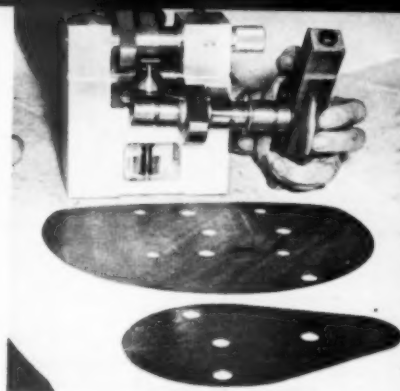
An indication of the practicality of the car's creators is the use of Chevrolet gearing, suitably turned for lightness, for the top





(Left) The Scarab engine is an orthodox four-cylinder layout; its desmodromic valve gear is derived directly from that used by Mercedes in their type M196 for the 300 SLR sports car

(Right) Rig for checking prototypes of the desmodromic valve gear. In the foreground, master profiles for the exhaust and inlet cams



four forward speeds. These four are also synchronized, presumably by the cone-type Chevrolet system as well. A fifth starting gear and a reverse gear are also built into the special light alloy case. Bolted right behind this is one of the well-known Halibrand quick-change final drives, also housing a ZF cam-type differential. The open half-shafts are fitted with sliding splines and Rzeppa constant-velocity universal joints.

With the drive line so far to the left, the nearside half-shaft is extremely short, which makes it difficult to install conventional inboard rear brakes. In this general area RAI felt that only parity but not superiority would derive from following the swing to disc brakes, so they looked for an alternative.

Theoretical adviser Marshall Whitfield came up with another bit of aircraft technique: a drum brake whose lining is pressed against the drum by a long rubber bladder instead of a shoe and cylinder. Although near-100 per cent lining-drum contact can be achieved, the mechanism is very light. As might be expected, early tests showed a marked tendency for the brake fluid to heat up, since it is so very close to the lining, but the insertion of heat-dissipating copper strips has minimized this. Total lining area is 190 sq in.

Fabricated in the Halibrand shops, the Al-Fin drums and special 15in wheels are designed to work, together with the backing plate, as a turbine system to throw heat away. Helical finning on the outside of the drum is shrouded by the wheel rim, forming turbine rotor ducts which gain added efficiency from the stator effect of the backing plate. The spoked wheel abets this effect, while not hindering the radiation of heat.

Mechanism plus drum is so light—12lb—that the designers have no qualms about mounting them outboard at the rear wheels, but if unsprung weight there became critical, they would prefer to fit a single disc brake inboard. It would be placed to the right of the differential, rather than behind it, as was first considered, and would be water-cooled. Two master cylinders are provided.

In its very neat trussed layout and substantial cross-bracing, the frame resembles recent Lotus practice more than anything else. It is welded up of chrome-molybdenum steel tubes which vary in diameter from 0.375in to 1in, and achieves

acceptable torsional rigidity at a weight of less than 75lb.

Responsible for the entire chassis are Dick Trautman and Tom Barnes, who have built Indianapolis cars for Frank Kurtis and special sports cars for their own amusement. For the Scarab they developed an unequal-wishbone suspension system which will be fitted at all four wheels, utilizing ball joints for the inner pivots, with additional guidance for the rear wheels. The facile adjustability of camber through screw mountings for the ball joints is a reflection of long-standing American technique which has been applied only recently to European racing cars. It allows quick adaptation to the character of each course without cumbersome changing of springs, and the like. In this case coil springs are used all around, with Monroe or Koni telescopic spring dampers. As was successfully used on the Scarab sports cars, steering is by modified Morris Minor rack and pinion gear.

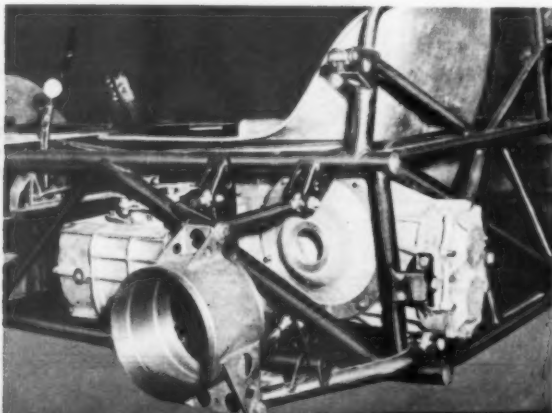
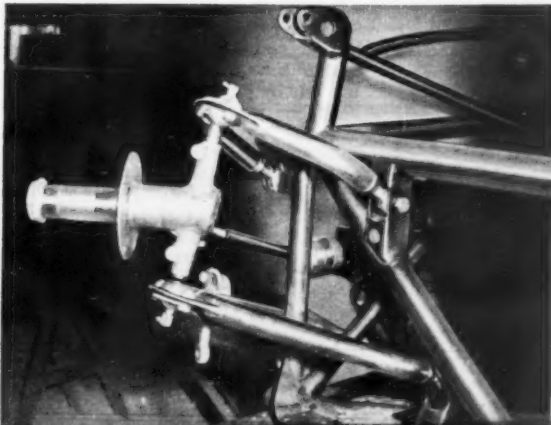
Chassis dimensions include a 90in wheelbase and equal 50in tracks, with a hoped-for dry weight of between 1,000 and 1,100lb—including oil and water. According to RAI, the disposition of masses in the chassis has been made in accordance with recent findings of the very active Cornell Aeronautical Laboratory in Buffalo, New York, and it certainly seems to equate neatly with current Grand Prix practice in most respects. The only question mark is the 35 U.S. gallons' worth of aluminium fuel tanks slung along the frame sides, in a location that has not yet proved conducive to good handling, but they are ready to install a tail tank if need be.

The famous front-wheel-drive Blue Crown Specials of the late forties testify to the skill with metal of German-born Emil Diedt, who is charged with Scarab body creation. Diedt has literally never built a bad-looking car. The sports Scarab was very handsome without actually aping any European lines, while the Grand Prix shell promises to be equally distinctive. Wind tunnel testing of a model refined the shape, which Emil then proceeded to roll out of 0.0151in sheet aluminium. It is reinforced by steel tubing and bulkheads of aluminium.

What does RAI expect from this new Scarab? To quote Reventlow, "We'll probably be lucky if we finish a single race this season. But we will learn, learn a lot about our machines and about this class of racing. With luck we might even take a third place during the 1960 season. By 1961 we should be pretty experienced and our machines well refined. Perhaps by then we can hope for some obvious success. It took years before Tony Vandervell won his first Championship race."

Scarab story and photographs supplied by K. Ludvigsen and G. Borgeisen

(Left) Ball pivots are used on the Scarab front suspension; the coil spring damper unit is anchored to the lower arm. (Right) Rear suspension, and outsize hub housing on the side which uses a short driving shaft



# The Autocar ROAD TEST

1726

## M.G. Magnette Mk. III

54

THE AUTOCAR, 10 APRIL 1955



An unmistakably M.G. radiator grille distinguishes the latest Magnette. A second colour is used for the roof and part of the coachwork at the rear. A chrome strip runs the full length at each side

**A**LTHOUGH a type name may be retained by a manufacturer for a number of years, the car bearing it will sometimes differ in many respects from the original. This is especially so in the case of the latest M.G. Magnette. Before 1936 a series of sports cars was turned out by the M.G. Car Company at Abingdon bearing this title; they were representative of the era, and one model won fame by being driven to victory in the T.T. of 1933 by Nuvolari. The following year another Magnette won, this time driven by C. J. P. Dodson.

In 1954 the name was revived, and the type ZA 1½-litre saloon, and the ZB model which came later, quickly won a following amongst enthusiastic motorists who appreciated artistry in coachwork as well as impeccable road manners. The good-looking body of the car, which when first introduced was often described as having Italian lines, was designed by an Englishman. Now the new Magnette Mk. III with Italian styled body has arrived, to suit motorists who require a four-seater touring saloon with good quality fittings—and without price change.

In both specification and character the Mk. III differs considerably from the previous model ZB. Gross b.h.p. is 66.5 developed at 5,200 r.p.m. compared with 68 at 5,400 r.p.m. The wheelbase is reduced from 8ft 6in to 8ft 3.187in although the overall length has increased by 9in and the track at 4ft 0.875in is 2.125in less. Top gear speed per 1,000 r.p.m. has been raised fractionally (0.21 m.p.h.) following changes in gear ratios and tyre sizes.

Separate front seats have ashtrays in their backrests, and the rear seat will accommodate two or three when required. There are ingenious armrest-cum-pulls on the rear doors. Instruments are placed in front of the driver, and both brake and central gear change levers are well sited



Acceleration of the new model is not so brisk as that of the ZB, and it is approximately 3 m.p.h. down on top speed, but the maximum attainable in any of the indirect gears is little changed. Fuel consumption is better on the Mk. III which has twin S.U. 1½in diaphragm carburettors. Overall figure for the test was 26.6 m.p.g., an improvement of 1.5 m.p.g.

When the new model arrived for road test there was naturally a keen desire to find out how its behaviour compared with that of predecessors which had set a high standard of roadworthiness. An opportunity occurred when the car had to be driven quickly from the Midlands to London and back. It was found that the cam and lever steering, which replaces the earlier rack and pinion layout, provides light control around the straight-ahead position but gets noticeably heavy on lock at speed. There is only a small amount of lost movement at the wheel, but the variable ratio characteristic of this design, which requires greater steering wheel movement at the straight-ahead position than towards the locks, gives at times an impression of lack of precision. No road shocks are transmitted back to the driver. On good surfaces the car keeps a straight course, but it is easily deflected by camber, rough roads or side winds.

When driven as fast as possible round the several sharp corners of a test circuit the car suffered from marked roll oversteer. The tail end tended to swing outwards during such drastic treatment, but it could be straightened up quickly and safely. For fast driving, a front end anti-roll bar would be an advantage, and might help to bring the road-holding of this model up to the standard of its predecessor. The ride is more restful when the car is loaded, the quite high spring rate being more subdued. Only on smooth road surfaces is the car interior wholly free from noise—transmitted to the occupants in the form of a rumble. There is no appreciable tyre squeal when cornering.

Wet surfaces do not have marked effect on the steering or roadholding. With the tyre pressures recommended for all conditions—23lb in the front and 25lb at the rear—road shocks are not felt by persons in the car.

In one form or another, the highly successful 1,489 c.c. B series engine is fitted to at least eight B.M.C. cars, in addition to commercial vehicles and marine units. It is an engine that stands up to a lot of punishment. It does seem surprising, therefore, that when the time came for the curtain to be raised on the new version of the

Magnette, the car of sporting lineage was not given a performance superior to that of the previous model. One would have thought that the latest type carburettors and new exhaust manifold would have enabled the gross b.h.p. of the new car at least to have equalled that of the old one.

Starting this engine, either with single or dual carburettors, has never been difficult. In this case the choke control, on the right of the fascia, is needed only for the initial process, and once the car is on the move the knob can be pushed home and forgotten. As is usual with the S.U. system the control not only lowers each carburettor jet for cold starting but also opens the throttle to a fast tick-over. Like other B.M.C. models of a similar design, the Magnette is started by an extra turn of the ignition key, the switch being placed on the left front of the steering column housing. The engine warms up quickly, but the temperature gauge needle never reached the midway position between the C and H marks throughout the performance testing, and in normal driving was usually close to cold. In Easter weekend traffic jams, however, it came near to boiling point. Later this instrument failed.

The engine fitted to the test car was quite smooth and mechanically quiet at all speeds, and was noticeable as a four-cylinder only when pulling slowly in top gear. It was capable of accelerating the car in this ratio from a very low speed, and in fact figures for the time taken to accelerate from 10 to 30 m.p.h. in top gear were recorded for interest.

Driven hard on the road and taken to the point of valve bounce during the performance testing, the engine offered no protest, either by being difficult to start when hot or running on when switched off. The unit is well assembled and no external oil or water leaks developed. The exhaust note could not give cause for complaint even at full throttle speeds nor was there resonance on the overrun.

The 4.3 to 1 rear axle ratio allows a comfortable cruising speed of approximately 70 m.p.h. according to circumstances. In these conditions the engine is operating at about 1,000 r.p.m. below its limit, and does so willingly. At medium and high engine speeds it responds quickly to snap throttle openings, but there are occasions lower down when more brisk acceleration would be welcome. The engine is capable of starting the car from a standstill on a 1 in 3 gradient (with the driver only on board) with little more than normal revving up.

That the engine is economical can be seen from the performance data. It operates satisfactorily on premium grade petrol and does not pink even when pulling hard in top gear. Most drivers will find that the 10-gallon petrol tank holds sufficient fuel for a usable range of 250 miles. One of the new PD pattern S.U. petrol pumps is fitted adjacent to the tank, and can be reached by removing a panel in the luggage locker. A leaflet describing the pump has stated that it is suitable for engines up to 60 b.h.p., but it appears to have no difficulty in keeping the M.G.'s twin carburettors supplied. Its tick can be heard occasionally from inside the car.

Owners who take a pride in the under-bonnet appearance of their cars may be disappointed to see that the light alloy intake box connecting the carburettors to the



A completely flat floor is provided in the locker, and the spare wheel is mounted in a separate cradle below, from which it can be removed without disturbing luggage. The lid is self-supporting, sprung by torsion bars

oil bath air cleaner is no longer highly polished, as it and the carburettor dashpots used to be.

One of the best gear boxes fitted to any production car is the unit used in the medium-sized B.M.C. products. The short, rigid lever is set well back between the seats—in fact, a little too far back for some drivers. It is quiet in operation, the synchromesh on second, third and top gears is faultless, and changes up and down can be made as quickly as anyone could wish. On acceptance, the test car had covered only an indicated 3,500 miles but there was no stiffness in the action of the lever, which had just about the right amount of movement between ratios. An inherent fault indicated by inability readily to engage bottom gear from rest was noticed occasionally. This is not so irritating as might appear at first, because for most starts, second gear can be used, especially if only one or two people are in the car.

Hydraulic operation, of course, is used for the clutch mechanism. Take-up is smooth and there is no slip. This was especially noticeable during the restart test on the 1 in 3 gradient. The pendant type of clutch and brake pedals would be more comfortable to operate if they were set a little nearer to the floor, and, in the case of the brake, if it were on the same plane as the accelerator, the driver could then slide his or her foot more easily from one to the other.

In the braking system, differences will be noticed from that of the ZB Magnette. Although the 9in diameter drums of the new car are smaller by 1in in order to suit the smaller wheels they are wider. Total lining area has thus been increased slightly, and the greater proportion of the effort is applied to the front wheels.

During the testing it was evident that the ratio of front to rear braking would be more effective with the car fully laden. Carrying two persons only, and no luggage except the usual test gear, and with the petrol tank about half full, the rear wheels locked with a pedal load of 70 lb. The fuel tank was filled up and a load equivalent to the weight of a third person put into the luggage locker. The wheels then locked with a pressure of 75lb and a shorter stopping

In addition to its two-tone colour treatment, the Magnette can be distinguished from its close relatives in the B.M.C. group by having the tail fins inclined at a perky angle. Rear window and bumpers wrap well round. Reflectors are mounted separately below the main rear lighting assemblies







All side windows incorporate swivelling ventilator panels. The intake for the heating and demisting system is at the base of the windscreen. Bumper over-riders are standard, but decorative rather than protective

## M.G. Magnette Mk. III . . .

distance was recorded—0.90g, equivalent to a theoretical 32.5ft.

The system is smooth, powerful and was fade-free during fast driving. On the test car, first application after a brake-free period was sometimes accompanied by a clunk. A good feature is the hand brake lever. Well positioned on the outside of the driving seat, it is easily reached, yet out of the way when entering or leaving. It will hold the Magnette firmly on a very steep hill.

An attractively shaped driving seat was found comfortable by some, but not entirely so by others. There is not sufficient rearward adjustment on the slides to allow a tall driver to stretch out, and it would be difficult to alter the attachment to suit an individual owner. There would appear to be room in the body for some such adjustment to be made to the seat mechanism, as even an over six-footer in the back of the car can spread his knees around the curved backs of the front seats in comfort. At first sight the front seat cushions look rather small, but they give a fair amount of support. The backrests are shaped to hold the occupant when cornering, and they are raked to provide most pressure at shoulder level.

The steering wheel is well placed, and—an improvement—the column is not offset as it was on the previous Magnette. A plain, 17in diameter wheel is used, with two-solid black spokes, as compared with the plated, three-spoke flexible unit of the earlier cars. Position is more important than looks, and the wheel of the new car is comfortable to hold and there is some spring in the rim itself. A small horn "D" enables the twin Windtones to be operated without moving a hand completely from the wheel; it has its flat portion uppermost, so that in the straight-ahead position the grouped instruments are not

Two inlet pipes are fitted to the air cleaner, which in turn is connected to twin S.U. carburettors by a light alloy manifold. Beyond the air cleaner is the heater unit. The bonnet is heavy to lift, but its support is self sustaining in the raised position



obscured. These are manufactured by Jaeger, are well sited and easy to read. When illuminated only by the green-tinted panel light, the speedometer needle is not easy to pick out except in silhouette over the odometer and trip windows.

A two-position switch enables the whole panel to be lighted, or the dial of the accurate speedometer only.

A crackle black finish is used for the cowed instrument panel, which is of traditional M.G. style, and for the wind-screen side pillars; black leather is applied to the wide fascia top. Both fascia and shelf beneath have neat, padded edges. No reflections are seen in the screen, except from a plated surround on the inner rim of the panel, and from the radio controls. Excellent visibility is obtained through the deep wrap-round screen, aided by the high sitting position and the sharply sloping bonnet.

Traffic driving and parking are helped by the high level of front and rear wings. The latter slope inwards at the top but give a driver great help when reversing. A large rear window, through which a good view can be had with the tinted non-dipping mirror, is another feature of the design which helps a driver. Most of the screen area is swept by the twin self-parking wipers in their well-chosen asymmetric arcs. A vacuum-operated screen washer is standard equipment.

One of the new pattern three-position tumbler switches operates both side and head lamps. There is a good driving beam, sufficient to enable maximum speed to be reached at night, and a dipped beam which is adequate while not resented by oncoming traffic. The side lamps are incorporated in the front amber-coloured flashing indicators. A reversing lamp is built into a plated moulding on the rear of the luggage locker when open. An interior lamp is placed on each door centre pillar and both these light when either front door is opened. There are also individual switches to operate both lamps.

A wide, flat shelf beneath the rear window and a divided shelf below the fascia provide plenty of room for maps and other articles. Small valuables can be locked in the glove box on the left of the panel.

A heater and demisting unit is fitted as standard equipment, and the amount of heat produced gave the first indication that the temperature gauge was inaccurate in its low reading. This heater proved most efficient, and was at its best in providing a flow of warm fresh air when the rear quarter vents were opened. If the front vents were opened, a draught was admitted to the floor of the driving compartment and also the vents rattled on their hinge pins—a fault inherited from the ZA Magnette. As with most cars, opening the front vents produces wind noises; these are noticeable otherwise only from the area around the top of the screen pillars and at speeds above 50 m.p.h. The winders for the front windows must be reached for, low down at the front of the doors.

Entry into the front or rear seats is easy, as very adequate door openings are provided. A new type of door lock is used, and the doors require only a slight push to close them. A hidden trigger catch can be used to prevent any of the doors being opened accidentally. Screen pillars which are well raked avoid the inconvenient notched back effect of some other cars with wrap-round screens.

Comfortable accommodation is provided for two persons on the rear seat, which has a central folding armrest. Both backrest and cushion, like the front seats, are covered in leather, and have deep padded rolls to give shoulder and thigh support. The lower sides of the backrest curve inwards round the wheel arches and slightly restrict the usable seat width. Exterior examination seemed to indicate that the clearance could be reduced appreciably while still leaving adequate room for wheel movement even with snow chains fitted. A small padded armrest on each rear door is a useful fitting. There is ample head and leg room, and passengers here have a good view out of the car.

All trimming and the fitting of the carpet which covers the floor are of a high standard for a quantity-production car. Dark-coloured polished veneer for the door fillets and fascia panel helps to maintain the tradition of the name.

On the maintenance side, there are thirteen greasing



THE AUTOCAR, 10 APRIL 1959



# FACEL VEGA

*HK500*

*THE FASTEST 4-SEATER SPORTS COUPE IN THE WORLD*

AVAILABLE WITH  
DUNLOP DISC BRAKES TO ALL FOUR WHEELS



**THE ALCOHOL FUEL**

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*Although most of today's petrols are good*  
**OUTSTANDING PERFORMANCE**  
**AND MAXIMUM MILEAGE**  
*are fully combined in only one—*  
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That's because only CLEVELAND DISCOL has added alcohol—giving you a cleaner engine, cooler running and freedom from valve troubles. Better engine performance and more miles per gallon are the natural result. Try CLEVELAND DISCOL in your car. You will find these claims are entirely substantiated—and more so the longer you use it.

CLEVELAND is the registered trade mark of Cleveland Petroleum Company Limited  
and DISCOL is the registered trade mark of The Distillers Company Limited.

## M.G. Magnette Mk. III . . .

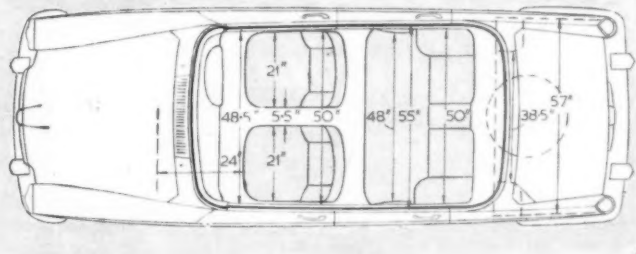
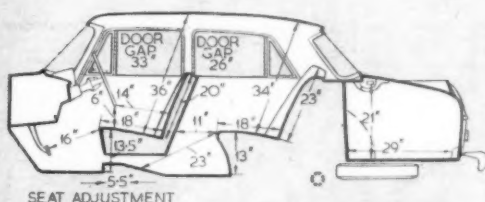
points which require attention every 1,000 miles, and six others which call for inspection at similar intervals. A starting handle is included in the tool kit, and if the owner is unlucky enough to need to have the car towed, two eyes are fitted for the purpose behind the front bumper. A screw-pattern jack fits into sockets below each front door. A door has to be opened to allow the jack handle to be

operated, and this could cause discomfort to passengers and could be a source of danger at the roadside, especially at night. The previous arrangement of a jacking point at each corner was more practical.

The latest M.G. Magnette is designed in the modern style, provides excellent visibility, and roomy, comfortable seating for the passengers. It offers a good touring car performance, generous luggage space and running economy. In addition, a well-chosen assortment of equipment is included in the basic price.

### M.G. MAGNETTE MK. III SALOON

|                |            |
|----------------|------------|
| WHEELBASE      | 8' 3.25"   |
| FRONT TRACK    | 4' 0.87"   |
| REAR TRACK     | 4' 1.87"   |
| OVERALL LENGTH | 14' 10.00" |
| OVERALL WIDTH  | 5' 3.50"   |
| OVERALL HEIGHT | 4' 11.75"  |



Scale  $\frac{1}{4}$  in to 1 ft. Driving seat in central position. Cushions uncompressed.

#### PERFORMANCE

##### ACCELERATION:

| Speed range, Gear | Ratio | Time in Sec. |
|-------------------|-------|--------------|
| M.P.H. 4.30       | 5.91  | 9.52         |
| to 1              | to 1  | to 1         |
| 10-30             | 12.9  | 9.2          |
| 20-40             | 12.5  | 9.1          |
| 30-50             | 13.7  | 9.6          |
| 40-60             | 14.9  | 12.7         |
| 50-70             | 18.2  | —            |

From rest through gears to:

| M.P.H. | sec. |
|--------|------|
| 30     | 5.6  |
| 40     | 8.8  |
| 50     | 14.3 |
| 60     | 20.6 |
| 70     | 33.1 |

Standing quarter mile 21.9 sec.

##### MAXIMUM SPEEDS ON GEARS:

| Gear | M.P.H. (mean) | K.P.H. (best) |
|------|---------------|---------------|
| Top  | 83.6          | 134.6         |
| 3rd  | 74.0          | 119.1         |
| 2nd  | 44.0          | 70.8          |
| 1st  | 27.0          | 43.5          |

##### TRACTIVE EFFORT:

|        | Pull (lb per ton) | Equivalent gradient |
|--------|-------------------|---------------------|
| Top    | 160               | 1 in 13.9           |
| Third  | 275               | 1 in 8.4            |
| Second | 383               | 1 in 5.8            |

##### SPEEDOMETER CORRECTION: M.P.H.

| Car speedometer | 10   | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 85 |
|-----------------|------|----|----|----|----|----|----|----|----|
| True speed      | 10.5 | 20 | 29 | 39 | 49 | 59 | 69 | 79 | 84 |

##### BRAKES: (at 30 m.p.h. in neutral)

| Pedal load in lb | Retardation | Equivalent stopping distance in ft |
|------------------|-------------|------------------------------------|
| 25               | 0.27g       | 112                                |
| 50               | 0.59g       | 51                                 |
| 75               | 0.84g       | 36                                 |

##### FUEL CONSUMPTION:

M.P.G. at steady speeds

| M.P.H. | Direct | Top |
|--------|--------|-----|
| 30     | 42.0   | —   |
| 40     | 36.5   | —   |
| 50     | 32.7   | —   |
| 60     | 27.5   | —   |
| 70     | 24.3   | —   |

Overall fuel consumption for 1,339 miles, 26.6 m.p.g. (10.7 litres per 100 km).

Approximate normal range 23-32 m.p.g. (12.3-8.8 litres per 100 km).

Fuel: Premium.

##### TEST CONDITIONS: Weather:

Dry, sunny, 10-15 m.p.h. wind.

Air temperature, 43-48 deg. F.

Acceleration figures are the mean of several runs in opposite directions.

Tractive effort obtained by Tapley meter.

Model described in *The Autocar* of 6 February 1959.

#### DATA

PRICE (basic, with saloon body, £714.

British purchase tax, £358 10s.

Total (in Great Britain), £1,072 10s.

Extras: Radio £36, including aerial and fitting.

Duotone paint, £18 15s.

ENGINE: Capacity, 1,489 c.c. (90.88 cu in).

Number of cylinders: 4.

Bore and stroke, 73.025 x 88.9mm (2.875 x 3.50in).

Valve gear, overhead, push rods and rockers.

Compression ratio, 8.3 to 1.

B.H.P. 66.5 at 5,200 r.p.m. (B.H.P. per ton laden 53.4).

Torque, 85lb ft at 3,300 r.p.m.

M.P.H. per 1,000 r.p.m. in top gear, 16.53.

WEIGHT: (With 5 gals fuel), 22 cwt (2,472 lb).

Weight distribution (per cent): F, 54; R, 46.

Laden as tested, 25 cwt (2,808lb).

Lb per c.c. (laden), 1.89.

BRAKES: Type, Girling, 2LS front, L and T rear.

Method of operation, hydraulic.

Drum dimensions; F, 9in diameter; 2.5 in wide.

R, 9in diameter; 1.75in wide.

Lining area: F, 86.25 sq in; R, 60.4 sq in (116.9 sq in per ton laden).

TYRES: 5.90-14in Dunlop Gold Seal Tubeless.

Pressures (lb sq in): F, 23; R, 25 (all conditions).

TANK CAPACITY: 10 Imperial gallons.

Oil sump, 8 pints.

Cooling system, 12 pints.

STEERING: Turning circle,

Between kerbs: R, 35ft 5in. L, 36ft 7in.

Between walls: R, 37ft 6in. L, 38ft 8in.

Turns of steering wheel from lock to lock: 3.

DIMENSIONS: Wheelbase, 8ft 3.25in.

Track: F, 4ft. 0.87in; R, 4ft 1.87in.

Length (overall), 14ft 10in

Width, 5ft 3.5in.

Height, 4ft 11.75in.

Ground clearance, 6.5in.

ELECTRICAL SYSTEM: 12-volt; 58 am-

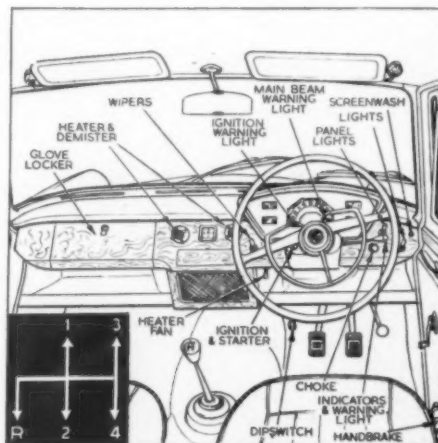
per-hour battery.

Head lights, Double dip; 50-40 watt bulbs.

SUSPENSION: Front, independent, wish-

bones and coil springs.

Rear, live axle and half-elliptic leaf springs.





# News and Views

## WHAT THE PURCHASE TAX CHANGES MEAN

THE Chancellor's announcement of a small but welcome reduction of 10 per cent in the purchase tax levied on new cars will have set motorists calculating the revised prices of the models that interest them. The purchase tax now stands at 50 per cent of the whole-sale price. This means that the new total U.K. price of a car is its basic U.K. list price plus 42 per cent. Some examples of prices for well-known cars are as follows:

|                           | U.K. List<br>£ | 42 per cent<br>P.T.<br>£ | New Total<br>£ | Old Total<br>£ |
|---------------------------|----------------|--------------------------|----------------|----------------|
| Austin A.352-door         | 379            | 159                      | 539            | 570            |
| Morris Minor              | 471            | 198                      | 670            | 709            |
| Ford Consul               | 545            | 229                      | 774            | 819            |
| Vauxhall Victor           | 565            | 237                      | 803            | 849            |
| De Luxe                   | 695            | 292                      | 988            | 1,044          |
| Standard Vignale          | 840            | 353                      | 1,194          | 1,261          |
| Vanguard                  | 1,025          | 430                      | 1,456          | 1,539          |
| Humber Hawk               | 1,441          | 605                      | 2,046          | 2,163          |
| Rover 90                  | 3,795          | 1,594                    | 5,390          | 5,694          |
| Jaguar Mk. IX (Automatic) |                |                          |                |                |
| Rolls-Royce Silver Cloud  |                |                          |                |                |

In the case of three-wheelers, the tax is half that for four-wheelers, i.e., 21 per cent of the basic price. On pages 572-3 will be found the list of all cars for sale on the British market, including three-wheelers, with their basic prices.

## Budget Riders

AMONG the important minor changes in the Budget was a new rule that vehicles left parked on the highway—although not actually in use—must be licensed. Purchase tax is no longer payable on commercial vehicle chassis.

On the purchase tax reductions generally, Mr. Heathcoat Amory said: "We must continue to look to this tax for an important contribution to the revenue."

After the Budget announcements, Lord Rootes commented that the measures introduced should help the export trade. The taxes on cars were still high, but the Chancellor had taken a realistic view. The car was, after all, an essential part of our business life.

## Success at New York

BRITISH cars have been extremely well received at the New York Motor Show, and our manufacturers exhibiting over there sound very cheerful about the marketing prospects ahead. Rolls-Royce sold four of their seven exhibited cars within the first four hours of the Show. B.M.C. report "more widespread interest than ever before." Ford, who have had record months for exports to America in February and March, say that their Show sales this year will exceed those of any previous New York Show. Other reports from manufacturers are typical of this trend. Examples are: Triumph—large gains expected. Jaguar—sales running at



JAGUAR MODELS on display at the New York Motor Show, which opened last Saturday, include this 3.4. The Show closes on Sunday, 12 April (see below)

more than one per hour. Rover—unprecedented interest. Aston Martin—admiring, jostling crowds—several DB4s sold. Daimler—besieged with enquiries about the new vee-8 Dart. Rootes—many orders taken for the Hillman Minx. The Irish-built Nobel has also aroused great interest.

## Ford Appointment

AT the beginning of the month Mr. S. J. Elliott, director of finance of the Ford Motor Co., Ltd., was appointed an executive director of the company. Mr. Elliott joined Henry Ford and Son, Ltd., Cork, in 1930 as office manager, and went to Dagenham in 1933. In 1950 he was appointed executive assistant to the company secretary, and in 1952 was made manager of the finance division.

## "Hot Tip" Spark Plugs

A NEW range of AC spark plugs is announced by AC-Delco Division of General Motors, Ltd., with the type name "Hot Tip"—an allusion to the salient feature of design—and they are now in production in a new extension of the factory at Dunstable, Bedfordshire.

Feature of the plug is that the tip of the insulator has a very thin recessed section. This, it is claimed, permits the electrode tip to heat up and cool quickly, following the cylinder temperature cycle and burning off deposits yet cooling sufficiently to prevent pre-ignition. There is also greater space between the insulator nose and the outer metal shell.

Within the body of the plug, the electrode seal now utilizes a high-temperature fusion of copper with ceramic powder, which is said to ensure a high electrical and thermal conductivity between the two electrodes without danger of breakdown in the sealing.

## Glass Fracture Count Up

NEW safety glass standards laid down by the British Standards Institution call for a maximum count of 15 pieces to the square inch on fracturing, compared with 20 pieces previously. Triplex comment that they are satisfied that the larger particles do not endanger either driver or passenger, and that the effect of the new Standard will be to give clearer vision in the event of a screen crystallizing.

## Scrappage Increasing

IN Radio Newsreel on 26 March the B.B.C. included a short interview with Mr. Robert Charles, secretary of the Motor Vehicles Dismantlers' Association. Mr. Charles said that because of the relaxation of hire-purchase restrictions and the additional effect of the approach of compulsory vehicle testing, the scrap rate of old vehicles had increased appreciably. The present scrap rate was about 250,000 vehicles a year, and the figure was rising rapidly. He gave the scrap value of a 1936 family saloon as about £2 to £2 10s.

## "Wireless World"

APPOINTMENT is announced of H. W. Barnard and T. E. Ivall as assistant editors of our companion journal *Wireless World*.

## Frisky Abroad

MR. D. L. GIBB, of Newcastle-on-Tyne, is driving round the world in a Friskysport. From a ship crossing the Persian Gulf he wrote of his adventures to the manufacturers and commented: "So far it has been a wonderful, interesting trip and although the Frisky has done only 6,000 miles it has had to stand up to severe strain, and I must honestly say I am delighted with its performance."

### Channel Tunnel Work Goes On

INVESTIGATIONS into possible routes for a Channel Tunnel are being resumed, and a British firm has been commissioned to obtain rock specimens from the sea bed. The present object is to confirm the 1958 geophysical survey which was made at sea by an American company using electronic equipment.

### Drunkenness Test in Pubs

DRIVERS in Germany will soon be able to find out, before they leave their favourite tavern, whether in theory they have a sufficiently low alcohol content to drive home. A computer machine will indicate on a dial whether they are in excess of the critical 1.5 c.c. per litre concentration, which means "intoxicated and unfit to drive" in the eyes of the law in Germany. The machine is called Alcolex, and at the moment examples are found only in Stuttgart. It does not make any physical test, but has levers which must be adjusted to indicate how much has been taken of which drinks, in what space of time, and what is the weight of the driver concerned. It works on the slot machine principle, about 1s a time, and it also indicates how long it will be before sobriety may be expected to return.

### Next Week

- ★ East African Round-up by Peter Garnier
- ★ 10-plus Examination
- ★ Racing at Oulton Park
- ★ Road Test—Plymouth Fury
- ★ News, The Sport and regular features

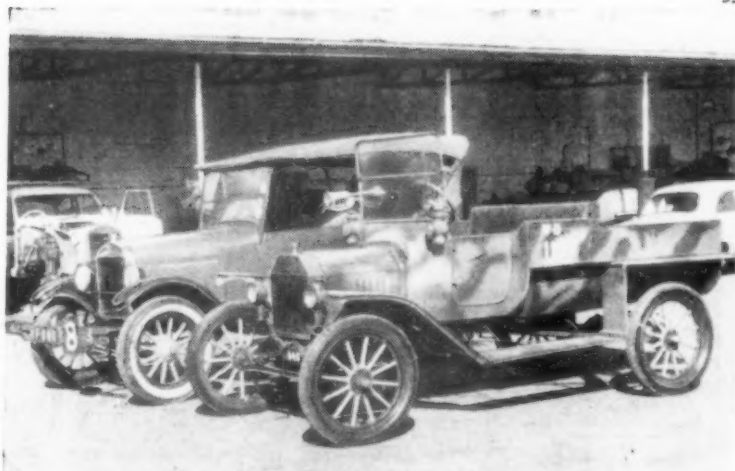
### WESTMINSTER COMMENTARY

**Road Progress?** Since the end of 1954, about 90 miles of new trunk road have been completed and it is expected that about 180 miles will be finished in the next two years. In addition, preparatory work is going ahead on some 840 miles. The construction rate over the past five years has thus been rather less than 20 miles a year, and the 840 miles under present planning schemes include many which may not be built for as long as five years from now.

The second part of the Birmingham Inner Ring Road has now been authorized, and it will provide dual carriageways between Upper Priory and the junction of Snow Hill with Great Charles Street. Duplication of the Blackwall Tunnel is to start in the autumn, and will take about five years.

**Direction Indicators.** Last January regulations were to have been introduced governing the fitting of direction indicators to all new vehicles; but snags have arisen. The Ministry have had to re-circulate for further comment some of the original proposals where substantial modifications seem to be required. Complexities have arisen over the question of precisely where the signals should be placed, and what their intensity should be.

**Bus Stops.** A complaint that the siting of bus stops in many cases contravenes the road safety advice in the Highway Code was made recently by



**TWO MODEL T FORDS:** The open car—in camouflage—was used by General Smuts in the first World War, and dated from 1911; the tourer is one of the last of this type to be imported into East Africa. Both are owned by Mr. John Hughes, main Ford distributor for Kenya

Sir Gerald Wills, M.P. He was sceptical of Mr. Nugent's reply that local authorities and the police paid full regard to road safety when siting stops. Mr. Nugent continued by saying that it was not always easy for the bus companies to arrange the stops to suit both the convenience of passengers and the necessities of road safety. Sir Gerald, in return, offered to show Mr. Nugent 20 bad examples in the space of 20 miles.

**Hyde Park Corner.** A scheme for traffic diversion is being worked out to minimize the inconvenience and congestion which will be caused when work starts in the autumn on the reconstruction of Hyde Park Corner, Park Lane and Marble Arch. This will be the most important and comprehensive road improvement to have been undertaken in London for 50 years. The conversion of Park Lane into a dual carriageway, and the construction of greatly enlarged one-way systems at Hyde Park Corner and Marble Arch, and of a four-lane underpass between Knightsbridge and Piccadilly, are not scheduled for completion until 1962.

### Battle for Signs

ATTEMPTS by local authorities in Scotland to ban a hotel proprietor from erecting R.A.C. and A.A. signs on his hotel have failed. It was alleged that the signs would contravene the Scottish Control-of-Advertisement Regulations. An appeal was submitted, supported by the motoring organizations concerned; it was upheld by the Secretary of State for Scotland.

### First Toll Fixed

ECONOMICS of the Tyne Tunnel have now been fixed provisionally, and the toll for cars is to be 2s 6d. At the outset, in 1964, traffic is expected to be 7,000 vehicles per day, reaching the maximum flow capacity of the tunnel at 20,000 vehicles per day in 1984. An average revenue of £680,000 per annum has been estimated, and this would be sufficient to pay off a loan of £9,000,000 over the 30-year period. The cost of the Tyne Tunnel and its approaches is estimated at some £13,000,000.



**SKI-CAR IN RUSSIA:** this vehicle has been evolved to provide transport over snowy wastes. It has a separate engine driving through an aircraft-type propeller, and slides on movable skis. It is said to slide easily over obstacles, and to move at up to 60 m.p.h.

# High Speed Safari in East Africa

**MERCEDES-BENZ FIRST : FORDS SECOND, THIRD AND MANUFACTURER'S TEAM PRIZE**

**T**HIS year, for the first time, two of the major British manufacturers, appreciating the growing importance of East Africa as a market, sent cars out from England to compete in the Coronation Safari organized by the Royal East African Automobile Association. The Rootes Group sent three Hillman Huskys, which were unfortunate enough to be excluded by an accident, a holed sump, and sickness of one of the crew; their fourth entry was a Humber Super Snipe which successfully completed the 3,200-mile route. The Ford company entered six cars—three Zephyrs and three Anglias; of the Zephyrs, one failed to finish but the others took second and third places and, together with a privately entered Zodiac, won the Manufacturers' Team Award.

The event is still very much in its youth—so far as factory support from the

U.K. is concerned—and the performance of the Fords without doubt will do a great deal to boost the sales of Dagenham products in East Africa; the majority of local owners study closely the Safari results before buying a car. Next year, one hopes, more British manufacturers will be represented, that British cars will win a larger share of the awards—and of the increasing sales at present going to Continental models.

Early on Good Friday morning, at intervals of three minutes, the cars set off from the Mille Miglia-style, raised starting ramp on the outskirts of Nairobi; before them lay the 1,800-mile loop to the south-east, which terminated, back at Nairobi on Saturday night, with a compulsory eight-hour rest period. In the days preceding the Safari there had been torrential rain, and at the start, too, it was raining, with the promise of deep,

claying mud in place of the earth and sand on the roads. This promise, however, was not fulfilled, the roads being relatively dry throughout, and the rain being just sufficient to lay the dust.

Only 13 miles from the start, the Peugeot 403 driven by C. H. Little and Z. Nowicki hit one of a herd of impala crossing the road, the front of the car being badly damaged. Tremendous efforts on the part of the crew—including fitting a new radiator, and driving at very high speeds—resulted in the Peugeot's reaching the first control with minutes to spare.

Later in the rally, however, the Peugeot capsized; the windscreen fell out and the car slithered 50 yards on its roof, facing forward and shovelling up sand until the interior was full of it. The crew was uninjured, but had to retire. This first section included in its total of 235 miles, 120 of the all-too-few miles of tarmac; it had to be covered in five hours.

Three Hillman Huskys, works-entered by the Rootes Group and driven by Peter Harper and J. H. C. Bush, Peter Jopp and G. F. Alexander, and Paddy Hopkirk and Ron Dalton, were taking things gently over this relatively easy first stage. After this, however, came the roughest roads of the rally. At Endabesh, some 267 miles from Nairobi, was encountered the first of the chassis-breaking sections—the 27 miles to Mbulu for which the organizers allowed 40min. This was followed by two further extremely tight sections—Mbulu to Dabil, and Dabil to Bonga—each of 38 miles, with a time allowance of only 45 minutes (over 50 m.p.h.).

Local drivers had been tremendously impressed by the performances of Denis Scott and Edward Harrison during practice, the two British Ford drivers coming within very few minutes of the scheduled time . . . but they, like almost the entire entry, lost a few minutes over these sections.

Only the Mercedes-Benz 219 driven by N. J. Thomas and D. Lead, which was subsequently to become such a force in the event, managed these sections on time—a truly remarkable effort. Into the Dabil control, the Volvo PV444L driven by Olivier and Robinson led the field, 15min late; Heather-Hayes' Mercedes 220S followed, 2min late; the 220S Mercedes driven by Y. Olivaux and P. Scuri, of Madagascar, had capsized near Mto Wa Mbu—Mosquito River—and retired.

At Bonga came the first of the snap-scrutineering, geiger-counter checks—not really the best position to site a check of this sort, as competitors had scarcely had time to smoke a cigarette, let alone change major components. Certain engine and suspension components had been marked with radioactive paint.

Leslie Brooke, B.R.D.C. member now resident in Rhodesia, driving a Morris Minor 1000 with his wife, was complaining sadly of loss of power, and was 23 minutes late at Bonga; Ernie Stapleton, another B.R.D.C. member living in East Africa, was among the many spectators.

Edward Harrison's Ford Zephyr arrived with a minute to spare, and Denis Scott in the fellow team car was in with



Above: Denis Scott and Peter Davies bring their factory-entered Ford Zephyr into the final control at Nairobi—to finish the Safari in second position. Below: For 3,000 of the 3,200 miles, this Mercedes-Benz led the Safari comfortably—only to retire with a disintegrated brake lining 200 miles from the end







Three stages in the negotiation of Lovers' Leap—typical of so much of the Safari: Above, left: Feeney's Peugeot 203 demonstrates the take-off. Above, right: Valumbhia's Peugeot 403 demonstrates the landing. Right: Hill's Volkswagen shows only too clearly, what happens next

time to inspect the Ford for damage—though previously he had been in trouble. A brake pipe had come adrift, all the hydraulic fluid leaking away on the road between Endabesh and Mbulu. Ten minutes had been spent repairing the defect, the car reaching Mbulu only four minutes late; the majority were between 20 and 25 minutes late at Bonga, but still the leading Mercedes, entered by John Manussis, was on time.

Vic Preston, a previous winner, driving the third of the factory-entered Ford Zephyrs, had been suffering from fuel starvation, and arrived at the control with the fuel supply coming from a Jerrycan nursed by R. Springer, his co-driver, and piped to the carburettor through plastic tubing and a jury-rigged electric fuel pump. This contrivance took him to Dar-es-Salaam, some 500 miles away!

Peter Harper's Hillman Husky was out—crashed on the section between Mto Wa Mbu and Endabesh. The car had been entering a fast right-hander on loose stones, and when Harper turned the wheel the Husky went straight on, colliding with and in part mounting a large rock. Harper broke his forearm, and Peter Jopp, in a second of the three Huskys, stopped to take him to hospital. In fact, Jopp lost 134 minutes—and was credited only with the time of the slowest car over the section, plus one minute—a total of under 40 minutes. In the meantime, Harper's co-driver, Johnny Bush, spent five hours waiting for someone to pick him up.

With the Safari less than a quarter run, the tales of mishap still came in; Mary Wright, veteran of several Safaris, had broken the front suspension of her Ford Zephyr at a hideous gully nicknamed

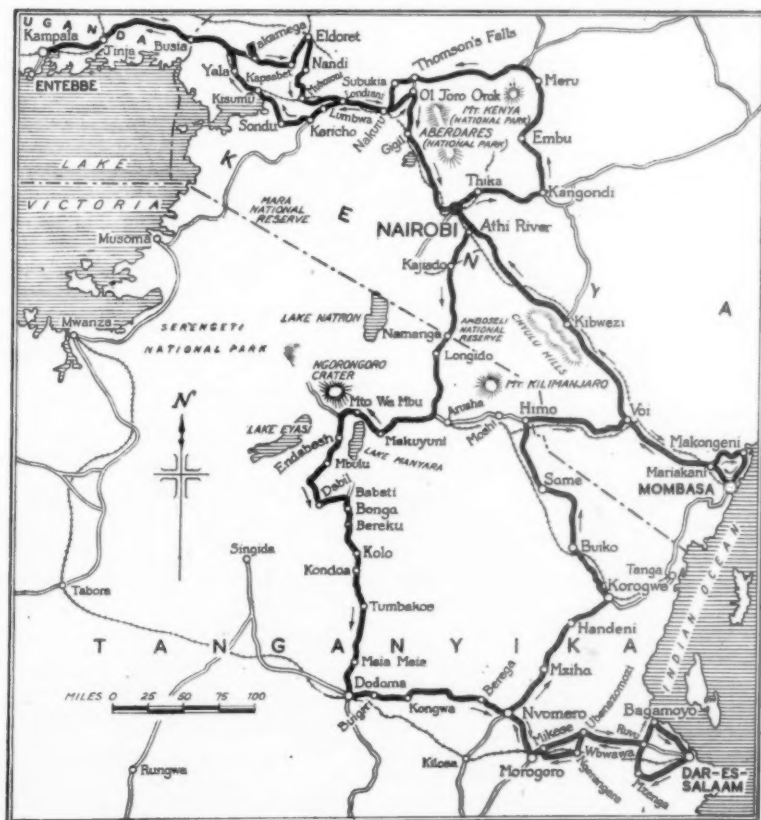


Lovers' Leap, and retired, and Stafford's Peugeot 203 had holed the sump and was out of the rally.

With darkness falling, the cars continued eastwards towards Dar-es-Salaam, and the two tight, fast loops that lay close to the town. At Dar there was a 45-minute dead period, during which Heather-Hayes changed the rear axle of his 220S Mercedes—radioactive paint and all. At early light the cars were heading back towards Nairobi, the field further whittled down. Edward Harrison hit a leopard and all but punctured his radiator, the front of the Ford being well dented. Reluctant to face what might have been a wounded animal, he lost a valuable trophy. Paddy Hopkirk's Hillman Husky holed the sump and ran a big-end bearing, retiring from the rally.

The miraculous Mercedes, No. 49, which still led the rally, had been credited—or discredited—with one minute late at the end of the Dar-es-Salaam to Bagamoyo section; in fact, he had been only 25sec late, he claimed, and hoped to have the penalty remitted. Vic Preston, tiring of his jury-rigged fuel supply, had spent 23 minutes at Dar in changing the fuel tank, pipeline, fuel pump, and tank guard. An Opel Kapitän, veteran of four Safaris and driven by Goby and Everard, had holed its fuel tank—subsequently patched with carbolic soap—and broken both front engine mountings—yet kept going, and had lost only two hours while repairs were being carried out. It is remarkable, in an event of this sort, where time really matters, how quickly such repairs can be made—but it left him with little to spare, as there was a maximum allowance of three hours late, after which the cars were excluded from the event.

The unending, nerve-racking vibration, rattling, and discomfort caused by the appalling roads was beginning to tell on the crews—this and the succession of unexpected, narrow, plank bridges, to run over the edge of which meant disaster. The fact that one could never relax was adding to the fatigue—the entry to a corner might consist of relatively firm red soil, but halfway round this might change





Man the boats! Ronnie Adams' Humber Super Snipe fords a river—and still keeps going

## Safari in E. Africa . . .

to mud, or rocks, so that constant, alert attention was required all the way.

Eventually, late on the Saturday evening, the depleted field—many of them well and truly bent, or with their suspensions "settled" by an inch or two—returned to Nairobi, 16 having crashed or retired with mechanical troubles, and a further three being excluded for being over three hours late.

From breakfast-time on Easter Sunday they set out once more from Nairobi, this time to the north-west, into Uganda. The country here was entirely different, being wooded and much greener. On the Embu to Meru section—180 hairpins in 90 miles, referred to in bated breath by local drivers—Edward Harrison threw his Zephyr round with nine minutes to spare, and Denis Scott, too, made up six minutes without trying very hard.

Previously only John Manussis, with a Mercedes, had completed this section on time, in last year's event. No. 49 Mercedes, still leading the rally, had found time to mend a puncture and refuel between Embu and Meru—and still had four minutes in hand.

It was at the end of this section that the third and last of the Hillman Huskys—Peter Jopp's car—retired. His co-driver, Jerry Alexander, had been bitten

on the arm by an insect, and, during the eight-hour rest period at Nairobi, had spent the time in hospital, having the bites lanced. Unfortunately, at Meru, he felt too ill to continue, and the Hillman retired. By now Leslie Brooke's Morris Minor had reached Nairobi outside the time limit of three hours and had been excluded, and the little Austin A.35, driven by F. Sababady and R. Haria, also had dropped out. In addition to the Morris Minor, three others had been excluded for lateness at Nairobi—the Opel Kapitän, a Simca and a Fiat 1100.

From Meru to Thomson's Falls the going was easy, cars arriving with 20 minutes in hand, but the next stretch (again with darkness falling for the early cars) was tougher. The road—dust and stones, to which one had by then become resigned—wound over the Subukia Escarpment in darkness for many, with almost 13 miles to be covered in 17 minutes. Again, several managed it with minutes to spare, but the sole Jaguar—a 2.4-litre—suffered mechanical failure on this stretch and retired.

Then came Subukia to Nakuru—42 minutes for 38 miles, or roughly 55 m.p.h.—with an estimated 2,500 spectators at the Nakuru control. Denis Scott, whose Zephyr was then lying third to a couple of Mercedes, lost three minutes at Nakuru through a misunderstanding—so

easy when one is extremely tired. The car arrived a minute early; Scott thought it was more and went to refuel.

So it went on; Nakuru to Londiani—37 miles in 43 minutes; Londiani to Lumbwa—12 miles in 15 minutes. Both these sections consisted largely of twisting, dirt roads; at Londiani, D. L. Shepherd, driving one of the three factory-entered Ford Anglias, complained of having had seven punctures in the last 24 hours.

After a night of relatively easy sections—through which both the Ford Zephyrs, Scott's and Harrison's, made their way clean—the cars were faced with the difficult Nandi Escarpment at breakfast-time on Easter Monday.

Here, too, disaster befell the Mercedes-Benz No. 49, driven by Thomas and Lead. While negotiating the Nandi stretch, still in the lead with a deficit of only one minute—and a doubtful one minute at that—one of the Mercedes' wheels locked. A brake lining had disintegrated; for a long time they worked on the car but without avail, and the Mercedes was out. As a result the two Zephyrs, behind the Fritschy and Ellis Mercedes, moved up into second and third positions.

After Nandi the route lost much of its sting, and the requirement was largely of keeping awake for a further 200 miles, though Vic Preston's works Zephyr retired here with a seized differential.

It was on this final stretch that one realized the tremendous keenness of the local people for the Safari—and the interest taken in it by the public. As far as 30 miles from Nairobi the crowds began forming up—little groups at first, basking in the brilliant sunshine, gradually increasing in density until they lined the sides of the road.

Finally, when the results were announced, it was a Mercedes that had won—but it was followed, in second and third places, by the factory-entered Ford Zephyrs driven by Scott and Harrison; and these, together with the privately entered Zodiac driven by Young and Baillon, carried off the manufacturers' team prize.

### PROVISIONAL RESULTS

**General Classification:** 1. Mercedes (W. A. Fritschy and J. Ellis); 2. Ford Zephyr (D. G. Scott and P. H. Davies); 3. Ford Zephyr (E. Harrison and D. Markham). **Class A:** Peugeot 205 (J. Peeney and R. Fisher); 2. Volkswagen (R. M. Patel and J. Singh); 3. Fiat 1100 (D. King and J. Butcher). **Class B:** DKW (P. Rye and A. Vickers); 2. DKW (M. Temple Boreham and R. Collinge); 3. DKW (N. March and B. Younghusband). **Class C:** Mercedes 219 (W. Fritschy and J. Ellis); 2. Ford Zephyr (D. Scott and P. Davies); 3. Ford Zephyr (E. Harrison and D. Markham). **Manufacturers' Team Prize:** Ford Zephyrs (D. Scott, E. Harrison and Young).

Left: The winners, W. A. Fritschy and J. Ellis, with their Mercedes-Benz 219. Centre, and right: British competitors, Denis Scott (Ford Zephyr), and Ronnie Adams (Humber Super Snipe)



# FORD

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| <p><b>TEAM PRIZE</b></p> <p><b>ZODIAC &amp; ZEPHYRS</b></p> <p>E. HARRISON &amp; D. L. MARKHAM<br/>D. G. SCOTT &amp; P. R. DAVIES<br/>W. F. C. YOUNG &amp; L. BAILLON</p> | <p><b>CLASS C — Cars over £825</b></p> <p><b>2nd &amp; 3rd ZEPHYRS</b></p> <p>E. HARRISON &amp; D. L. MARKHAM<br/>D. G. SCOTT &amp; P. R. DAVIES</p> |
| <p><b>2nd &amp; 3rd in General Classification</b></p> <p><b>ZEPHYRS</b></p> <p>E. HARRISON &amp; D. L. MARKHAM<br/>D. G. SCOTT &amp; P. R. DAVIES</p>                     | <p><b>CLASS A</b></p> <p><b>—Cars less than £675</b></p> <p><b>ANGLIAS</b></p> <p><b>only team to finish</b></p>                                     |

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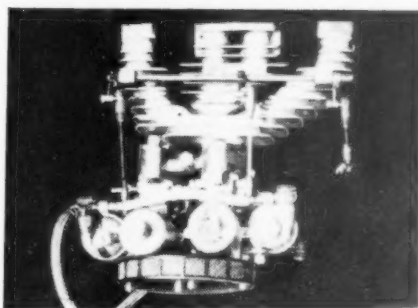
LOOK FOR THE SIGN!



# PERFORMANCE CONVERSIONS REVIEWED

... WITH PARTICULAR  
EMPHASIS ON  
POPULAR CARS

The Alexander-converted Victor has this unusual induction system, in which the S.U. carburettor on the left is connected to the inlet ports of numbers 2 and 3 cylinders



SO many firms are now offering tuning modifications for production cars that, about a year ago, *The Autocar* decided to carry out tests on groups of such cars, to assess their worth. As many as possible of the various conversions for one model were tested so that direct comparison could be made. In addition, individual modifications of particular interest also were tested from time to time. Altogether, 14 different tuning specialists were represented among the 25 cars tried, and the performance figures obtained compared with those for the unmodified cars, quoted from *The Autocar* Road Tests, are given in the performance table.

Opinions are divided as to the desirability of attempting to improve on the manufacturer's power output. Some maintain that, in the long run, reliability and durability are bound to be affected, and that road-holding and braking, although adequate for the unmodified car, may fall short of safe requirements when the car is driven faster than the designers intended.

Others claim that there is generally a sufficiently large factor of safety in most cars for a moderate increase in power, at any rate, to be safely used, and that they would prefer their popular car to have a more lively performance, even though its life might be a little shorter, its resale value reduced and warranty invalidated. Certainly, in these days of roadworthiness of even the least expensive family cars is so much better than it used to be that, for the enthusiastic and knowledgeable motorist, a tuned car can be fast, safe and reliable if intelligently driven.

## Higher Volumetric Efficiency

To get more from the engine, improvements in breathing are sought, which at the very least entail modifications principally to the induction and secondly to the exhaust manifolding, and when pursued extensively, can mean even the fitting of a cylinder head of entirely different design or perhaps the addition of a supercharger. Sometimes fitting a supercharger is the simplest method. It is easy to remove when required, and entails no basic modifications. Between these extremes comes work such as the substitution of new manifolds, changing port and combustion chamber shapes, raising compression ratio and fitting larger valves. Modifications which do not affect the cylinder head have an important advantage in that, if the owner wishes to return the car to standard condition, he can readily do so. Perhaps the most profitable single modification is the fitting of an induction manifold, carefully designed for performance, in place of the standard casting.

For a four-cylinder engine, this does not necessarily entail the fitting of one carburettor for each pair of cylinders, and there are examples among those tested of single-carburettor systems which showed improvements to performance as great as some of the multi-carburettor modifications. These included a Renault Dauphine, Vauxhall Victor, Ford Consul and Hillman Minx.

The Dauphine, modified by Downton Engineering, had a semi-down draught S.U. carburettor on a long, Y-branch tubular steel manifold, and a neat "bunch of bananas" exhaust manifold, modified head, 8.2 to 1 compression ratio and double valve springs. It reached 60 m.p.h. from rest in less than half

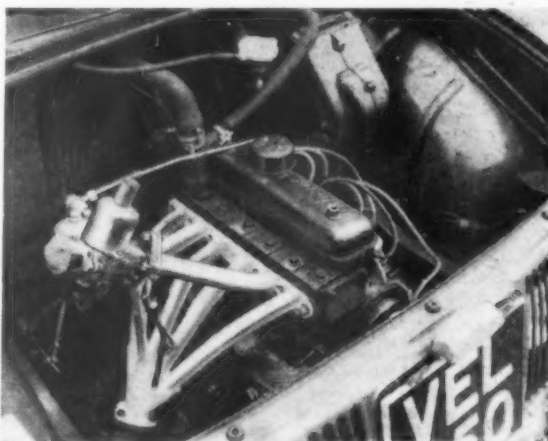
the standard car's time, without losing low-speed flexibility or becoming wasteful of fuel.

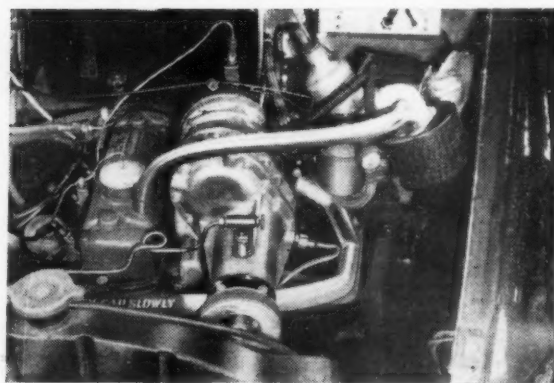
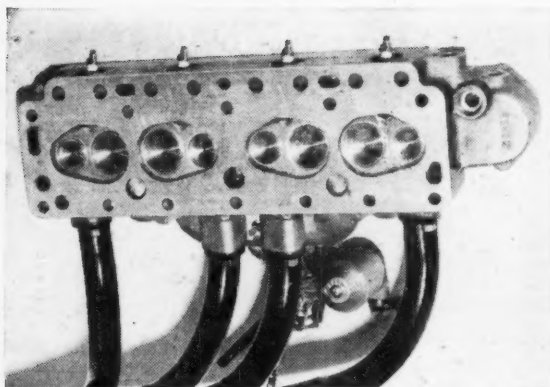
A much more ambitious (and expensive) conversion was the Mk II Consul with Raymond Mays aluminium alloy cylinder head having separate ports and larger valves which, on a single S.U. carburettor, gave the car a performance equivalent to a Zephyr, but with a slightly better fuel consumption. It was smoother at high than at low engine speeds.

Substituting a Stromberg for a Zenith carburettor, mounting it on a new dual-tract manifold, raising the compression ratio to 8.9 to 1, and fitting bigger inlet valves was only part of the reason why the Series II Minx modified by George Hartwell, Ltd., had acceleration as good as the Series II Sunbeam Rapier, for it had been bored out to give the Rapier's capacity of 1,494 c.c., and this work was included in the price quoted for the conversion. Low-speed torque was so good that this Minx would accelerate strongly from 20 m.p.h. in top gear. Acceleration time from 50 to 70 m.p.h. in top was nearly halved compared with the unmodified car. Road-holding and braking, however, fell short of the car's new performance capabilities.

Finally, the single-carburettor conversion on a Vauxhall Victor, by the G.M. Carburettor Co., Ltd., succeeded with a standard inlet manifold and their lipped venturis fitted at the entry of each inlet port. Compression ratio was raised to 8.6 to 1. Low-speed flexibility was excellent and acceleration considerably improved over the standard car. The figures were almost the same as those for another Victor, fitted with an interesting conversion by Alexander Engineering. The principle guiding this is that in order to keep engine stresses to a minimum, no increase in compression ratio should be made, and instead the emphasis is placed on induction, all modifications being external.

Single-carburettor induction and new exhaust system of the Downton-converted Renault Dauphine which proved to be the most potent example of this model tested





Left: Larger than standard tulip-shaped valves in the Raymond Mays light-alloy cylinder head for Ford Consuls. There is single-carburettor induction and a swept exhaust system. Right: Godfrey Nordec low-pressure supercharger installation on a Morris Minor 1000, with vee-belt drive from the nose of the crankshaft. The original S.U. carburettor is retained

## PERFORMANCE CONVERSIONS . . .

Theoretically, for a four-cylinder engine with twin carburetors, one instrument should supply cylinders 1 and 4, and the other 2 and 3. This layout has been adopted in the Alexander manifolding with rewarding results. Maximum torque is produced at a speed lower than it occurs with the standard engine, so that both flexibility and acceleration are improved. Work on these lines, without raising the compression ratio, could be followed by others with advantage. For normal motoring, as opposed to competition work, it is important not to shift the peak of the torque curve to too high a point in the engine speed range, to avoid the need for exaggerated use of the indirect gears, which ratios are not necessarily ideally spaced on popular cars.

Modifications to valve gears, which raise valve bounce speed, although extending the useful speed range, tend to be hazardous unless a rev counter is fitted and used. Generally raising volumetric efficiency by improved breathing, higher compression ratio or low-pressure supercharging, does not increase crankshaft bearing loads to the same extent that raising maximum engine speed does. Getting the most from the engine within the existing

r.p.m. span is the best policy, except for competition work.

In very few cases was increased engine roughness noticed following a rise in compression ratio, all firms taking the sensible precaution of balancing combustion chamber volumes when carrying out work on the heads. Sharp corners, casting roughness and machining marks, too, are removed during the process, ensuring that hot spots do not develop which could lead to detonation.

Obviously some production engines are easier to tune than others. Good results can always be obtained with the B.M.C. A-type engine (as shown by the Austin-Healey Sprite) and fitted in Morris Minor 1000, Austin A.35 and A.40, and also the B-type engine in its more standard form, as installed in the Wolseley 1500. However, when the B-type already has twin-carburettor induction as standard, extensive work is necessary to show worthwhile dividends. A number of modified ZB M.G. Magnettes and a Riley 1.5 were tested with disappointing results, and for this reason are not included in the series.

A successful conversion of this engine, in an MGA, however, was the H.R.G.-Derrington installation which comprises an entirely new light-alloy cylinder head with induction and exhaust ports on opposite sides. This improved the 0-90 m.p.h. accelera-

|   | Austin A35, Downton | Austin A35, Standard | Austin-Healey Sprite, Downton | Austin-Healey Sprite, Standard | Austin A40, Palace Gate Garage | Austin A40, Standard | Ford Consul, Raymond Mays | Ford Consul, Standard | Ford Zephyr, Raymond Mays | Ford Zephyr, Standard | Hillman Minx (1,390 c.c.) Alexander | Hillman Minx (1,494 c.c.) Hartwell | Hillman Minx (1,390 c.c.) Standard | M.G. MGA Super-charged, Performance Equipment | M.G. MGA, H.R.G.-Derrington | M.G. MGA Standard |
|---|---------------------|----------------------|-------------------------------|--------------------------------|--------------------------------|----------------------|---------------------------|-----------------------|---------------------------|-----------------------|-------------------------------------|------------------------------------|------------------------------------|---|-----------------------------|-------------------|
| <b>Acceleration from rest through gears to:</b> |                     |                      |                               |                                |                                |                      |                           |                       |                           |                       |                                     |                                    |                                    |   |                             |                   |
| M.P.H.  | sec.                | sec.                 | sec.                          | sec.                           | sec.                           | sec.                 | sec.                      | sec.                  | sec.                      | sec.                  | sec.                                | sec.                               | sec.                               | sec.  | sec.                        | sec.              |
| 30  | 4.2                 | 7.1                  | 4.3                           | 5.3                            | 5.9                            | 7.3                  | 4.7                       | 6.0                   | 3.3                       | 4.9                   | 5.7                                 | 5.4                                | 6.7                                | 4.7   | 5.6                         | 4.9               |
| 40  | 7.4                 | 11.9                 | —                             | —                              | 8.8                            | 13.0                 | —                         | —                     | —                         | —                     | —                                   | —                                  | —                                  | 6.5   | —                           | —                 |
| 50  | 11.3                | 19.1                 | 9.2                           | 13.7                           | 14.8                           | 21.4                 | 11.2                      | 15.6                  | 7.5                       | 12.3                  | 13.5                                | 13.6                               | 17.6                               | 9.9   | 10.6                        | 11.0              |
| 60  | 16.8                | 31.0                 | 12.7                          | 20.9                           | 21.2                           | 35.6                 | 17.3                      | 25.4                  | 10.0                      | 17.9                  | 18.9                                | 18.7                               | 27.7                               | 13.1  | 12.8                        | 15.6              |
| 70  | 24.0                | —                    | 19.3                          | 35.6                           | 34.4                           | —                    | 26.5                      | 38.9                  | 14.5                      | 25.4                  | 28.1                                | 27.4                               | 46.1                               | 17.1  | 18.3                        | 21.4              |
| 80  | —                   | —                    | 27.4                          | —                              | —                              | —                    | 36.0                      | —                     | 19.3                      | 35.8                  | —                                   | —                                  | —                                  | 23.1  | 24.2                        | 32.1              |
| 90  | —                   | —                    | —                             | —                              | —                              | —                    | —                         | —                     | 25.5                      | —                     | —                                   | —                                  | —                                  | 30.6  | 33.9                        | 50.1              |
| <b>Standing start quarter-mile:</b>             | 20.5                | 23.7                 | 19.3                          | 21.7                           | 22.0                           | 24.5                 | 21.2                      | 22.7                  | 17.6                      | 20.5                  | 21.6                                | 21.5                               | 23.5                               | 19.0  | 19.0                        | 20.2              |
| <b>Top gear:</b>                                |                     |                      |                               |                                |                                |                      |                           |                       |                           |                       |                                     |                                    |                                    |   |                             |                   |
| 20-40   | 9.9                 | 12.6                 | —                             | —                              | —                              | —                    | 9.4                       | 11.3                  | —                         | 8.0                   | 12.4                                | 10.5                               | 12.2                               | 8.1   | —                           | —                 |
| 30-50   | 10.1                | 13.1                 | 9.1                           | 12.3                           | 13.7                           | 15.1                 | 9.9                       | 12.2                  | —                         | 8.8                   | 12.3                                | 10.8                               | 15.0                               | 8.1   | 10.2                        | 12.3              |
| 40-60   | 11.5                | 17.9                 | 10.1                          | 17.2                           | 14.6                           | 21.7                 | 10.7                      | 15.0                  | —                         | 10.0                  | 13.7                                | 11.9                               | 17.5                               | 8.1   | 11.4                        | 13.1              |
| 50-70   | 14.4                | —                    | 11.3                          | —                              | —                              | —                    | 13.8                      | 22.0                  | —                         | 12.6                  | 16.8                                | 13.5                               | 25.5                               | 8.7   | 12.1                        | 15.0              |
| 60-80   | —                   | —                    | —                             | —                              | —                              | —                    | —                         | —                     | —                         | —                     | —                                   | —                                  | —                                  | 9.7   | 13.2                        | 18.1              |
| <b>3rd gear:</b>                                |                     |                      |                               |                                |                                |                      |                           |                       |                           |                       |                                     |                                    |                                    |   |                             |                   |
| 20-40   | 6.6                 | 8.5                  | 6.0                           | 8.3                            | 7.9                            | 9.7                  | —                         | —                     | —                         | —                     | 7.3                                 | 5.9                                | 7.9                                | 5.7   | —                           | —                 |
| 30-50   | 7.6                 | 10.8                 | 6.1                           | 9.2                            | 8.4                            | 12.7                 | —                         | —                     | —                         | —                     | 7.8                                 | 7.3                                | 10.6                               | 5.5   | 7.3                         | 8.4               |
| 40-60   | 8.8                 | —                    | 6.9                           | 12.7                           | 10.4                           | —                    | —                         | —                     | —                         | —                     | —                                   | —                                  | —                                  | 6.2   | 7.5                         | 9.1               |
| 50-70   | —                   | —                    | —                             | —                              | —                              | —                    | —                         | —                     | —                         | —                     | —                                   | —                                  | —                                  | 7.0   | 8.1                         | 10.7              |
| <b>2nd gear:</b>                                |                     |                      |                               |                                |                                |                      |                           |                       |                           |                       |                                     |                                    |                                    |   |                             |                   |
| 20-40   | —                   | —                    | 3.8                           | —                              | —                              | —                    | 5.3                       | 6.7                   | —                         | —                     | 5.1                                 | —                                  | —                                  | —   | —                           | —                 |
| 30-50   | —                   | —                    | —                             | —                              | —                              | —                    | 5.7                       | 9.0                   | —                         | —                     | 6.2                                 | —                                  | —                                  | —   | —                           | —                 |
| <b>Maximum speed:</b>                           |                     |                      |                               |                                |                                |                      |                           |                       |                           |                       |                                     |                                    |                                    |   |                             |                   |
| mean m.p.h.                                     | 82.0                | 72.8                 | 91.4                          | 80.0                           | 82.5                           | 72.0                 | 86.2                      | 77.5                  | 101.0                     | 84.0                  | 89.5                                | 82.5                               | 77.5                               | 102.0   | —                           | —                 |
| best m.p.h.                                     | 84.0                | 75.0                 | 94.0                          | 81.0                           | 85.0                           | 73.0                 | 88.0                      | 80.6                  | —                         | 86.0                  | 92.0                                | 83.3                               | 82.7                               | —   | —                           | —                 |
| <b>Overall fuel consumption m.p.g.</b>          | 39.6                | 41.8                 | —                             | —                              | 27.2                           | 38.0                 | 25.1                      | 31.4                  | 22.0                      | 24.1                  | 26.8                                | 27.7                               | 34.3                               | 31.0  | 30.4                        | 27.0              |
| <b>Weight as tested cwt.</b>                    | —                   | —                    | —                             | —                              | 18                             | 18                   | 25.2                      | 25.2                  | 27.2                      | 27.2                  | 22.9                                | 22.8                               | 22.5                               | —   | —                           | —                 |
| <b>Price of conversion (inc. fitting) £-s.</b>  | 52 19               | —                    | 102 16                        | —                              | 62 0                           | —                    | 81 0†                     | —                     | 135 0*                    | —                     | 58 0                                | 52 10                              | —                                  | 98*   | 88 12                       | —                 |

† Approx.

\* Ford Zephyr. Raymond Mays: 4.11 to 1 (Consul) final drive ratio. Maximum speed with limited run. Hillman Minx. Alexander: Laycock overdrive fitted but not used for acceleration tests. M.G. MGA. H.R.G.-Derrington: Maximum speed with limited run. Morris Minor. Supercharged car: Private conversion by D. Griffith-Hughes. Sir G. Godfrey and Partners supercharger: installation by North Downs Engineering. Alexander-modified cylinder head, standard (B 3 to 1) compression

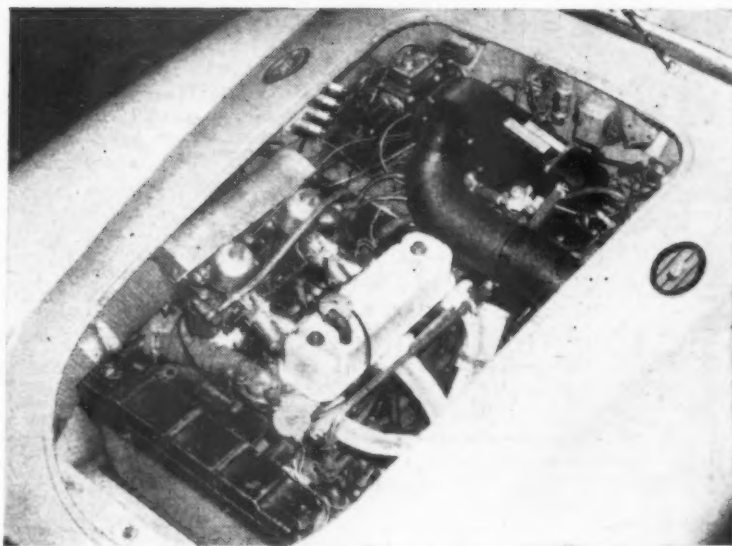


tion figure from 50.1sec to 33.9sec. It shows what can be done with this engine without resorting to a twin-camshaft head, and it is interesting to compare the figures with those for a supercharged MGA offered by the Performance Equipment Company, having a Roots-type blower (Sir G. Godfrey and Partners) and a maximum boost of 6 lb/sq in. Throughout the speed range, the blown car's acceleration figures are only a little better than those for the unblown car, fuel consumption figures are almost the same, and the prices of the two conversions are quite comparable.

No fewer than nine cars with the B.M.C. A-type engine were tried—six Morris Minor 1000s, one each of Austin A.35, A.40, and an Austin-Healey Sprite. An interesting point about the Minors was the fact that fuel consumption for the twin-carburettor cars was almost the same as for the single-carburettor ones, in spite of the rather higher performance that twin instruments gave. One of these, the Powerplus conversion, was fitted with an alternative, higher-geared axle (4.2 to 1 in place of 4.55 to 1) which raised the comfortable cruising speed to a true 70 m.p.h., without detriment to low-speed acceleration. Both this car and the Speedwell model (another well-executed conversion) had a maximum speed of around 80 m.p.h.

The most rapid saloon with this engine was the Downton-modified Austin A.35, which covered the standing quarter-mile in 20.5sec (23.7sec for standard car), would reach 70 m.p.h. in 24sec, had a mean maximum speed of 82 m.p.h., and a fuel consumption of 39.6 m.p.g. This was not at the expense of low-speed acceleration, which was also improved, and the axle ratio was standard. This car was actually faster than a supercharged Morris Minor with Roots blower giving a maximum of 8 lb sq in boost, but the Minor was notable for its excellent low-speed torque, a characteristic of positive displacement supercharged engines, and it was a most enjoyable car to drive.

With only one of the cars tested—the Raymond Mays Ford



Induction and exhaust ports are on opposite sides in the H.R.G.-Derrington light alloy head for the MGA, and a well-swept three-branch exhaust manifold is fitted

Zephyr with 9.2 to 1 compression ratio—was it necessary to use 100 octane petrol, though several others produced some pinking if allowed to labour in too high a gear.

Some test cars were offered with chassis modifications as well, and a notable improvement to the Rudd-converted Dauphine was the lowering of the suspension which effectively removed the strong oversteering characteristics of this model.

Speedwell supply Gran Turismo suspension conversions for various B.M.C. models, comprising a front anti-roll bar and telescopic dampers, with firm settings, at the rear.

Names and addresses of specialist firms concerned in this review and others are given on pages 558-559.

D. M. P.

| Morris Minor 1000, Rally Equipment | Morris Minor 1000, Palace Gate Garage | Morris Minor 1000, Alexander | Morris Minor 1000, Powerplus | Morris Minor 1000, Speedwell | Morris Minor 1000, Godfrey and Partners | Morris Minor 1000, Standard | Renault Dauphine, Downton | Renault Dauphine, Alexander | Renault Dauphine, Performance Equipment | Renault Dauphine, Rudd | Renault Dauphine, Standard | Riley 1.5, Speedwell | Riley 1.5, Standard | Vauxhall Victor, Rally Equipment | Vauxhall Victor, Alexander | Vauxhall Victor, G.M. Carburettor | Vauxhall Victor, Standard | Volkswagen, Rally Equipment | Volkswagen, Standard | Wolsley 1500, Arden | Wolsley 1500 Standard |
|------------------------------------|---------------------------------------|------------------------------|------------------------------|------------------------------|---|-----------------------------|---------------------------|-----------------------------|---|------------------------|----------------------------|----------------------|---------------------|----------------------------------|----------------------------|-----------------------------------|---------------------------|-----------------------------|----------------------|---------------------|-----------------------|
| sec.                               | sec.                                  | sec.                         | sec.                         | sec.                         | sec.                                    | sec.                        | sec.                      | sec.                        | sec.                                    | sec.                   | sec.                       | sec.                 | sec.                | sec.                             | sec.                       | sec.                              | sec.                      | sec.                        | sec.                 | sec.                | sec.                  |
| 6.8                                | 6.8                                   | 6.7                          | 5.6                          | 6.1                          | 5.9                                     | 6.8                         | 5.2                       | 7.2                         | 6.9                                     | 5.3                    | 8.2                        | 5.2                  | 5.0                 | 6.1                              | 5.8                        | 5.5                               | 7.2                       | 7.7                         | 7.3                  | 4.7                 | 6.0                   |
| 11.0                               | 11.3                                  | 10.8                         | —                            | 9.2                          | 8.6                                     | —                           | 8.5                       | 10.8                        | —                                       | 9.3                    | 13.9                       | 7.7                  | —                   | 9.8                              | 9.8                        | 8.7                               | —                         | 12.2                        | —                    | —                   | —                     |
| 17.4                               | 16.7                                  | 16.1                         | 13.7                         | 14.2                         | 13.6                                    | 18.8                        | 13.6                      | 16.1                        | 17.1                                    | 13.1                   | 25.1                       | 11.1                 | 11.7                | 15.2                             | 12.9                       | 12.5                              | 18.6                      | 18.6                        | 22.4                 | 10.7                | 16.1                  |
| 25.0                               | 28.4                                  | 23.7                         | 20.7                         | 20.1                         | 19.1                                    | 31.3                        | 20.3                      | 28.5                        | 32.0                                    | 18.8                   | 43.9                       | 15.9                 | 17.4                | 25.4                             | 17.2                       | 19.2                              | 29.8                      | 35.8                        | —                    | 15.8                | 24.4                  |
| —                                  | —                                     | —                            | —                            | —                            | —                                       | —                           | —                         | —                           | —                                       | —                      | —                          | 23.2                 | 25.9                | 37.9                             | 26.0                       | —                                 | —                         | —                           | —                    | 22.3                | 43.9                  |
| —                                  | —                                     | —                            | —                            | —                            | —                                       | —                           | —                         | —                           | —                                       | —                      | —                          | 36.6                 | —                   | —                                | —                          | —                                 | —                         | —                           | —                    | 31.6                | —                     |
| 23.2                               | 22.9                                  | 22.7                         | 21.5                         | 21.8                         | 21.4                                    | 24.2                        | 20.7                      | 23.2                        | 23.5                                    | 21.7                   | 25.2                       | 19.5                 | 20.5                | 22.8                             | 21.0                       | —                                 | 23.9                      | 23.9                        | 24.6                 | 20.0                | 22.1                  |
| —                                  | —                                     | —                            | —                            | —                            | —                                       | —                           | 12.3                      | 10.4                        | —                                       | 12.5                   | 15.5                       | —                    | —                   | —                                | —                          | —                                 | —                         | —                           | —                    | 12.2                | 12.3                  |
| 13.6                               | 14.7                                  | 14.6                         | 14.7                         | 13.2                         | 13.0                                    | 18.2                        | 12.5                      | 13.8                        | 15.8                                    | 13.1                   | 18.5                       | —                    | —                   | 12.2                             | 10.0                       | 9.4                               | 14.0                      | 21.3                        | 22.6                 | 12.3                | 13.6                  |
| 15.9                               | 20.5                                  | 17.6                         | 17.4                         | 16.0                         | 13.8                                    | 23.9                        | 15.8                      | 18.5                        | 23.0                                    | 15.3                   | 29.9                       | 11.4                 | 14.4                | 14.0                             | 10.4                       | 10.8                              | 19.1                      | —                           | —                    | 12.7                | 14.4                  |
| —                                  | —                                     | —                            | —                            | —                            | 15.3                                    | —                           | —                         | —                           | —                                       | —                      | —                          | 14.0                 | 18.4                | —                                | —                          | —                                 | —                         | —                           | —                    | 15.1                | 25.6                  |
| —                                  | —                                     | —                            | —                            | —                            | —                                       | —                           | —                         | —                           | —                                       | —                      | —                          | 19.5                 | —                   | —                                | —                          | —                                 | —                         | —                           | —                    | 20.9                | —                     |
| —                                  | —                                     | —                            | —                            | —                            | 7.6                                     | 10.5                        | —                         | —                           | —                                       | —                      | —                          | —                    | —                   | —                                | —                          | —                                 | —                         | —                           | —                    | 7.9                 | 8.5                   |
| 9.6                                | 10.7                                  | 10.0                         | 9.1                          | 8.6                          | 8.6                                     | 11.7                        | —                         | —                           | —                                       | —                      | —                          | —                    | —                   | —                                | —                          | —                                 | —                         | 10.0                        | 14.7                 | 7.9                 | 10.2                  |
| 13.9                               | 19.5                                  | 13.8                         | 13.5                         | 11.3                         | 12.3                                    | —                           | —                         | —                           | —                                       | —                      | —                          | 8.4                  | 10.9                | —                                | —                          | —                                 | —                         | 11.5                        | —                    | 8.4                 | 12.8                  |
| —                                  | —                                     | —                            | —                            | —                            | 18.9                                    | —                           | —                         | —                           | —                                       | —                      | —                          | 12.4                 | 15.9                | —                                | —                          | —                                 | —                         | —                           | —                    | 10.4                | 29.4                  |
| —                                  | —                                     | —                            | —                            | —                            | 5.1                                     | —                           | 6.5                       | 6.7                         | 7.5                                     | 6.5                    | 9.4                        | —                    | —                   | —                                | —                          | —                                 | —                         | —                           | —                    | —                   | —                     |
| —                                  | —                                     | —                            | —                            | —                            | —                                       | —                           | 9.5                       | 9.3                         | 10.2                                    | 7.1                    | 15.2                       | 6.0                  | —                   | —                                | —                          | —                                 | —                         | 7.7                         | —                    | —                   | —                     |
| 78.25                              | 76.0                                  | 77.5                         | 80.0                         | 77.7                         | —                                       | 72.8                        | 74.5                      | 73.0                        | —                                       | 78.4                   | 64.8                       | 88.0                 | 83.5                | 77.0                             | 83.0                       | —                                 | 75.0                      | 66.2                        | 61.0                 | —                   | 77.5                  |
| 79.5                               | 80.5                                  | 76.0                         | 82.0                         | 80.0                         | —                                       | 75.2                        | 76.0                      | 75.0                        | —                                       | 79.2                   | 69.0                       | 90.0                 | 85.0                | —                                | —                          | —                                 | —                         | 69.0                        | 65.0                 | 92.0                | 79.2                  |
| 32.7                               | 33.7                                  | 32.4                         | 33.0                         | 30.3                         | —                                       | 36.5                        | 41.7                      | 41.2                        | 34.5                                    | 35.8                   | 40.9                       | 27.9                 | 27.6                | 27.2                             | 23.1                       | —                                 | 28.4                      | 30.3                        | 34.0                 | —                   | 34.5                  |
| —                                  | —                                     | —                            | —                            | —                            | —                                       | 17                          | 16                        | 16.7                        | 16                                      | 16.1                   | 21.5                       | 21.5                 | 21.0                | 22.5                             | 22.5                       | 22.5                              | 17.2                      | 17.2                        | 21.0                 | 21.0                | —                     |
| 42 10                              | 24 0                                  | 44 0                         | 67 17                        | 67 0                         | 80 0*                                   | —                           | 48 15                     | 58 0                        | 39 14*                                  | 49 11                  | —                          | 172 10               | —                   | 42 10                            | 47 10                      | 29 10*                            | —                         | 46 0                        | —                    | 43 10*              | —                     |

\* excluding fitting charge.

ratio. Final drive 4.2 to 1. Servais exhaust manifold. Renault Dauphine. Performance Equipment: Fuel consumption included performance testing. Riley 1.5. Speedwell: Non-standard final drive, 4.22 to 1; close ratio gears. Vauxhall Victor. Alexander Engineering: Laycock overdrive, fitted but not used for acceleration tests. G.M. Carburettor Co: Conversion available without raised compression ratio. Volkswagen. Rally Equipment (Express) conversion: Low-mileage test car.

# MORE AND MORE MODS . . . ARTICLE ON PAGES 536-537

## Name and Addresses of Manufacturers of Tuning Equipment

(The address of each manufacturer is given only with the first appropriate entry.)

### Brakes

BRITISH BELTING AND ASBESTOS, LTD., Scandinavia Mills, Cleckheaton, Yorkshire, Mintex special brake linings.  
DUNLOP RUBBER CO., LTD., Fort Dunlop, Birmingham, disc brakes.  
FERODO, LTD., Chapel-en-le-Frith, Stockport, special brake linings.  
GIRLING, LTD., King's Road, Tulseley, Birmingham, 11, disc brakes.  
SMALL AND PARKES, LTD., Hendham Vale Works, Manchester, 9, Don special brake linings.  
WELLWORTHY, LTD., Stanford Road, Lymington, Hampshire, Alfa brake drums.

### Camshafts

AQUAPLANE CO., LTD., Oulton Road, Suffolk, high-lift camshaft for Ford Popular, Anglia and Prefect (old and new types), £17 10s.  
BEVERLEY MOTORS, Service Station, Coombe Road, New Malden, Surrey, Autobleu camshaft for Renault 4CV and Dauphine, £21 6s 5d.  
BUTLER'S MOTORS, Hatfield Road, St. Albans, Hertfordshire, sports camshaft for Renault Dauphine, £12 10s.  
DOWNTON ENGINEERING WORKS, LTD., Headlands, Downton, Wiltshire, special camshaft for "A" series B.M.C. engines.  
ELVA ENGINEERING CO., LTD., London Road, Bexhill-on-Sea, Sussex, hard chromed special sports camshaft for new Ford Anglia and Prefect.  
K. N. RUDD (ENGINEERS), LTD., 41, High Street, Worthing, Sussex, sports camshafts for most sports cars.  
SPEEDWELL PERFORMANCE CONVERSIONS, LTD., 763, Finchley Road, London, N.W.11, sports camshaft for "A" and "B" series B.M.C. engines, £11 and £5 respectively.

### Carburetors

CARBURETTORS, LTD., Grange Road, Willesden Green, London, N.W.10, Amott "G" type carburettor.  
SOLEX, LTD., Solex Works, 223-231, Marylebone Road, London, N.W.1.  
S.U. CARBURETTOR CO., LTD., Wood Lane, Erdington, Birmingham, 24.

### Cylinder Heads and Inlet Manifolds

ADAMS (VOLKSWAGEN) CONVERSIONS, 12, Herne Hill Mansions, London, S.E.24, single and twin carburettor conversion kits for Volkswagen, from £3 5s to £48 15s.  
ALEXANDER ENGINEERING CO., LTD., Thame Road, Haddenham, Buckinghamshire (see under extensive conversions).  
AQUAPLANE CO., LTD., special twin-carburettor manifolds for Austin A.30 and 35; Ford Popular, Anglia and Prefect (old and new types) and Mark I and II Consul; Morris Minor Series II and 1000. Prices from £11 15s to £34 18s. Three-carburettor manifolds for Mark I and II Ford Zephyr and Zodiac, from £38 15s to £45 5s. Superhead for Ford Popular, Anglia and Prefect; old type £11 7s 6d, new type £12 15s.  
ARDEN RACING AND SPORTS CARS, LTD., Penn Lane, Tamworth-in-Arden, Solihull, Warwickshire, cylinder head, carburettor and manifold (inlet and exhaust) conversions for Austin A.35 and 55; Ford 100E; Metropolitan; Morris Minor 1000; Standard Eight and Ten; Triumph TR2 and TR3; and Wolseley 1500. Manifold prices from £10.  
BARWELL MOTORS, LTD., Leatherhead Road, Chessington, Surrey, multi-carburettor conversions for many models. Special cylinder head modifications for many models, prices from £5 15s (new Ford Anglia) to £38 (Bristol).

BEVERLEY MOTORS, Autobleu cylinder heads (£54 9s 6d) and manifolds (from £12 10s 2d to £26 1s 3d) for Renault 4CV and Dauphine.  
BUCKLER CARS, Ltd., Heath, Hill Road, Crowthorne, Berkshire, "Goldtop" high compression cylinder heads for Ford Popular and old and new Anglia and Prefect, from £5 10s to £7 10s. Twin S.U. carburettor conversions (with four-branch exhaust) for Ford Popular, old Anglia and Prefect, £23; new Anglia and Prefect from £26.

BUTLER'S MOTORS, cylinder head conversion kit (including manifolds and carburettor) for Renault Dauphine, £17 12s. Also specially machined cylinder heads for Renault Dauphine from £12 10s.

W. J. COE, LTD., 15, Crown Street, Ipswich, Suffolk, special cylinder head modifications for Standard and Triumph cars.

CONNAUGHT ENGINEERING, Portsmouth Road, Send, Surrey, specially machined and flowed head with matching manifolds for Citroen DS and ID19, from £90.

V. W. DERRINGTON, LTD., 159-161, London Rd., Kingston-on-Thames, Surrey (see under extensive conversions).

DOWNTON ENGINEERING WORKS, LTD., special cylinder head and manifold conversions for Austin A.35, 40, 50 and 55; Austin-Healey Sprite; Metropolitan; Morris Minor 1000 and Oxford; Renault Dauphine; and Wolseley 1500 and 15-50. Prices from £5 10s to £22.

ELVA ENGINEERING CO., LTD., o.h.v. cylinder head conversion for new type Ford Anglia and Prefect, £58 10s. Also high efficiency inlet manifold.

H.R.G. ENGINEERING CO., LTD., Oakcroft Road, Kingston By-pass, Tolworth, Surrey, light alloy cylinder head and special inlet manifold for M.G. Magnette and M.G.A.; Riley 1.5; Wolseley 1500; Morris Oxford; and Metropolitan. Alta o.h.v. cylinder head conversion for Series MM and E Morris Minors, £45 5s (8.7 to 1 compression) and £51 (9.5 to 1).

GEORGE HARTWELL, LTD., 35-41, Holdenhurst Road, Bourne-mouth, Hampshire, special cylinder heads and manifolds for Hillman, Singer and Sunbeam models.

L.M.B. COMPONENTS, LTD., 5, Albury Road, Guildford, Surrey, high efficiency manifold and modified cylinder heads for 1.172 c.c. Fords.

LEX GARAGES, LTD., Ace Service Station, Ace Corner, North Circular Road, London, N.W.10, three-carburettor conversions for Ford Zephyr Mark I and II, £39 10s. Twin-carburettor conversions for Citroen Light Fifteen, £27 10s; Austin A.30 and 35, old and new type Ford Anglia and Prefect, and o.h.v. Morris Minors, £21.

MARSHALL'S TUNING SERVICE, 17, Canfield Place, London, N.W.6, cylinder head modifications for many models, from £6 (Ford 100E) to £15 (all B.M.C. "B" series engines). Also single- and multi-carburettor conversions for many models.

MONARCH (PERFORMANCE CONVERSIONS), LTD., Light Oaks Garage, Lancaster Road, Salford, 6, cylinder head and carburettor conversion kit for B.M.C. "A" series engines, and earlier o.h.v. Morris Minors, £22 10s.

RALLY EQUIPMENT, 295, Edgware Road, Colindale, London, N.W.9, cylinder head conversion (with special exhaust) for Austin A.30 and 35, and Morris Minor £42 10s; Austin A.50 and 55, and Wolseley 15-50 and 1500, £44 10s; M.G. Magnette and M.G.A., and Riley 1.5, £32 10s.

"Express" twin carburettor conversion kit for Volkswagen, £38 10s. Also manifolds to order.

RUBERY OWEN AND CO., LTD., Engine Development Division, Bourne, Lincolnshire, Raymond Mays twin-carburettor cylinder head conversion unit for Ford Zephyr and Zodiac Mark II, £120; also Consul, £75.

K. N. RUDD (ENGINEERS), LTD., cylinder head modifications for Austin-Healey 100-Six (£25); Renault Dauphine (£10 17s 6d to £35) and Gordini (£43 17s 6d); and Fiat 600 (£15). Single- and twin-carburettor conversions for Renault Dauphine, £25 10s and £31 10s respectively.  
S.A.H. ACCESSORIES, Vimy Drive, Leighton Buzzard, Bedfordshire, cylinder head modifications for Triumph TR2 (£25 10s) and TR3 (£37).

SERVAIS SILENCERS, LTD., Ashford Works, Ashford Road, Cricklewood, London, N.W.2, special manifolds for use with their high efficiency exhaust manifold conversions.

TARRANT AND FRAZER, LTD., Winchester Mews, London, N.W.3, twin-carburettor conversion for Volkswagen, £38.

WILEN ENGINEERING CO., LTD., Wellands, Portsmouth Road, Esher, Surrey, high efficiency induction system for Triumph TR2 and TR3.

WILLMENT SPEED SHOP, The Works, Whitton Road, Twickenham, Middlesex, "Power Master" special o.h.v. cylinder head conversions for new Ford Anglia and Prefect. Prices: complete conversion kit with single carburettor manifold, £57; with twin-carburettor manifold, £60.

### Exhaust Systems

ALEXANDER ENGINEERING CO., LTD. (see under extensive conversions).

AQUAPLANE CO., high-efficiency manifolds (from £5 15s to £15 15s) and exhaust systems (from £4 5s) for Austin A.30 and 35; all Ford models; Morris Minor Series II and 1000. Also straight-through silencers.

BEVERLEY MOTORS, Autobleu exhaust systems for Citroen 15 and 21 h.p.; Syva Panther; Peugeot 203 and 403; Renault 4CV, Dauphine and Frégate; and Simca Aronde and Versailles.

BURGESS PRODUCTS, CO., LTD., Brookfield Road, Hincley, Leicester, high-efficiency silencers.

BUTLER'S MOTORS, exhaust manifold for A.35, Ford 100E, and Renault Dauphine, from £4 10s.

CONSELA PRODUCTIONS, Balfour Mews, Edmonton, London, N.9, four- and six-branch manifolds for Ford Consul (£9 5s) and Zephyr (£12 10s).

V. W. DERRINGTON, LTD. (see under extensive conversions).

ELVA ENGINEERING CO., LTD., high-efficiency four-branch manifold for use with Elva special cylinder heads.

PALACE GATE GARAGE, 50, Queensgate Mews, London, S.W.7, special exhaust systems to order for most models, from £8 to £60.

RALLY EQUIPMENT, special exhaust systems and straight-through silencers.

S.A.H. ACCESSORIES, four-branch exhaust manifolds for Triumph TR3 and Peerless, £19.

SERVAIS SILENCERS, LTD., high-efficiency two-, four- and six-branch exhaust manifold conversions for Fiat 600 (£11 11s); Ford Anglia and Prefect, Consul Mark I (£12 10s) and Mark II (£18 18s), Zephyr and Zodiac Mark II (£24 3s); Morris Minor s.v. and o.h.v. (£10 10s); and Renault 750 and Dauphine (£12 10s). Also straight-through silencers.

### Extensive Conversions and Tuning Kits

ALEXANDER ENGINEERING CO., LTD., "Added Performance" conversions for Austin A.30, 35, 40, 50, 55, 90, 95 and Metropolitan; Ford Anglia, Prefect, Consul, Zephyr and Zodiac; Hillman Minx; M.G. ZA and ZB Magnettes, and all Midgets from TB to TF and Y; Morris Minor s.v. and o.h.v.; Cowley, Oxford and Isis; Renault Dauphine; Singer Gazelle; Standard Eight and Ten; Vauxhall Victor; Wolseley 1500, 4-44 and 15-50. Example prices, Ford Anglia, £32 10s; Wolseley 1500, £58; Ford Zephyr, £75. Laycock overdrive conversions for Austin A.50, 55, 90, 95 and 105; Ford Anglia and Prefect; Hillman Minx; Singer Gazelle. Conversions can be supplied through local agents in most parts of the country.

AQUAPLANE CO., LTD., special valves for their high-lift camshafts (Ford Popular, old-type Anglia and Prefect), £4 16s per set. Stronger valve springs for Austin A.30 and 35; Ford Popular, old and new-type Anglia and Prefect, Mark I and II Consul, Zephyr and Zodiac; Morris Minor II and 1000.

BEVERLEY MOTORS, several tuning stages, using Autobleu components, for Renault 4CV and Dauphine. Stronger valve springs, £3 11s 5d per set.

CARBURY ENGINEERING CO., LTD., 14-15, Carbery Row, Southbourne, Hampshire, extensive conversions for Sunbeam, Hillman Minx and Husky, from £17 to £68.

V. W. DERRINGTON, LTD., multi-carburettor installations, special cylinder heads and inlet and exhaust manifolds for most models. Special equipment includes high-lift camshafts, larger valves, stronger valve springs, straight-through silencers, etc.

DOWNTON ENGINEERING WORKS, LTD., Headlands, Downton, Wiltshire, complete conversions for Austin A.35, 40, 50 and 55; Austin-Healey Sprite; M.G. M.G.A.; Metropolitan; Morris Minor and Oxford; Renault Dauphine and Wolseley 1500 and 15-50. Prices (inclusive of fitting and tuning) from £17 to £42.

GEORGE HARTWELL, LTD., tuning systems for o.h.v. Hillman Minx (£22 10s); Sunbeam-Talbot 90 Mark II and IIA (£40); Sunbeam Mark III (£32 10s). Also tuning kits for Sunbeam-Talbot 90 Mark II and IIA (£44 5s) and Sunbeam Mark III (£25).

PALACE GATE GARAGE, three tuning stages for B.M.C. "A" series engines, from £25 to £62.

K. N. RUDD (ENGINEERS), LTD., complete tuning kit (including cylinder head, carburettors, inlet and exhaust modifications and special camshaft) for Dauphine Gordini, £58 10s.

SPEEDWELL PERFORMANCE CONVERSIONS, LTD., 763, Finchley Road, London, N.W.11, special cylinder head and twin-carburettor conversion kit (complete with gaskets, piping, linkages, silencer, etc.) for B.M.C. series "A" and "B" engines, including Turner Sports (£45); M.G. Magnette, M.G.A. and Riley 1.5 (£50); Austin A.35, Morris Minor 1000 and Austin-Healey Sprite (£65); Wolseley 1500, Austin A.55, Metropolitan and Morris Oxford Series II (£80).

WICLIFFE MOTOR CO., LTD., Russell Street, Stroud, Gloucestershire, "Powerplus" conversion for Morris Minor 1000 (complete with modified cylinder head, twin carburettors, modified exhaust system and high-axle ratio) from £51 9s to £63 depending on axle ratio.

# GOODWOOD

*Easter International Meeting*

## JAGUAR

*congratulate the entrants and drivers of the  
three 3.4 Jaguar saloons which finished—*

\* **1st**

ENTRANT — *Equipe Endeavour* DRIVER — *I. Bueb*

**2nd**

ENTRANT — *John Coombs Racing Organisation* DRIVER — *R. Salvadori*

**3rd**

ENTRANT and DRIVER — *Sir Gervaise Baillie*

*in the*

### SALOON CAR SCRATCH RACE

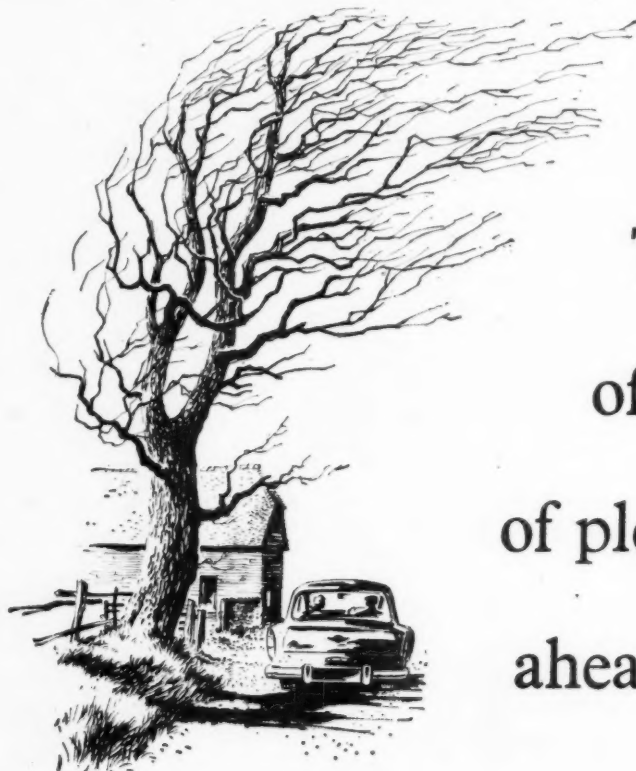
*for the*

### FORDWATER TROPHY

\* ALSO FASTEST LAP AT 79.56 m.p.h.

*(Subject to official confirmation)*





Thousands  
of miles  
of pleasure  
ahead!

And remember this — you're always on safe ground when  
you drive on Dunlop. Good tyres are not a luxury but a plain necessity.

So start the season well with new Dunlop 'Gold Seal' tyres.  
They are the tyres for outstanding reliability and long mileage  
— in fact for really carefree motoring.

**DUNLOP**  
**'GOLD SEAL'**

for TOP Mileage and TOP Safety!



## More and More Mods...

### Ignition

COMMERCIAL IGNITION CO., LTD., Great West Road, Brentford, Middlesex, speed coil for high-revving, high-compression engines, £1 16s.

JOSEPH LUCAS, LTD., Great King Street, Birmingham, 19, sports coil, 6v and 12v, £1 17s 6d.

RUNBAKEN ELECTRICAL PRODUCTS, 45, Oxford Road, Manchester, 1, high voltage, oil-filled coils, 6- and 12-volt, £3 19s 6d.

### Miscellaneous

AQUAPLANE CO., LTD., high-capacity oil and water pumps for Ford Popular, old-type Anglia and Prefect, £7 13s and £10 10s respectively. Air filters for Austin A.30 and 35, Morris Minor II and 1000, and all Ford models. Oil cooler assemblies for new Ford Anglia and Prefect, Popular, and E93A engines, from £8 15s. Light alloy steel-faced flywheel for current Ford cars, and most of B.M.C. range.

B.S. DEVELOPMENTS, 14, Marlborough Road, Woking, Surrey, Garda high-efficiency air filters for Ford Popular, Anglia and Prefect.

BULLANCO, 66, Queens Street, London, S.E.15, oil coolers for most models.

S.A.H. ACCESSORIES, oil cooler kits for Triumph TR2 and TR3; M.G. M.G.A.; and Peerless.

### Superchargers

CARBURETTORS, LTD., Arnott low-pressure installations from £65 to £130.

MOTOSACOCHE, S.A., 56, Route des Acacias, Geneva, low-pressure installations particularly for Peugeot 403 and Volkswagen.

NORTH DOWN ENGINEERING CO., Westway, Caterham, Surrey, Marshall-Nordec low-pressure installations for most modern cars, from £80 to £110.

SHORROCK SUPERCHARGERS, LTD., Empress Works, Walsall Road, Willenhall, Staffordshire, low-pressure installations for most modern cars, from £60 to £75 approximately.

### Suspension

ALBANY PARK SERVICE STATION, 215, Richmond Road, Kingston-on-Thames, Surrey, modifications for Austin A.35 and 40; Austin-Healey Sprite; Morris Minor 1000; Wolseley 1500; and Riley 1.5. Prices from £6 10s to £8 10s.

ARDEN RACING AND SPORTS CARS, LTD., anti-roll bar conversions for Austin A.35 and 55; Ford 100E; Metropolitan; Standard Eight and Ten; and Wolseley 1500, from £3 5s to £7 10s. Torque arm conversion for Austin A.35 and Wolseley 1500, £7 10s.

BUCKLER CARS, LTD., independent front suspension conversion for new Ford Popular, old-type Anglia and Prefect, and Ford specials; exchange price, £26 10s.

BUTLER'S MOTORS, lowered suspension for Renault Dauphine, £10 14s.

CARBERY ENGINEERING CO., LTD., anti-roll bar modification for Hillman Husky, £1 19s 6d.

L.M.B. COMPONENTS, LTD., Phase I "Softride" springing (£14 10s) and "Supersprung" split axle conversion (£37 10s) for Ford Popular.

PALACE GATE GARAGE, suspension modifications for any make of car.

PALMER AND CO., Lower Quay, Fareham, Hampshire, Panhard rod conversion for most cars with live rear axle.

K. N. RUDD (ENGINEERS), LTD., modifications for Austin-Healey 100-Six (£22 10s); Renault Dauphine and Gordini (exchange price, £4).

S.A.H. ACCESSORIES, competition front springs (£4 per pair) and rear shock absorbers (£5 16s per pair) for Triumph TR2 and TR3. Also anti-roll bar kit for Triumph TR2 and TR3, £6 5s.

SPEEDWELL CONVERSIONS, LTD., suspension conversions for Austin A.35, Austin-Healey Sprite, M.G. M.G.A., Morris Minor 1000, Riley 1.5 and Wolseley 1500 (£7); Austin A.35, 40, 95, 105, and Metropolitan (£9 10s). "Gran Turismo" conversions for Morris Minor 1000 (£16 10s); Riley 1.5 and Wolseley 1500 (£18 10s).

STABILIZER PRODUCTS, LTD., Station Parade, Cricklewood, London, N.W.2, transverse stabilizer unit for all Ford models from 1932, from £3 6s.

WEMBLEY AUTO TRANSPORT SUPPLY CO., LTD., 199, Ealing Road, Wembley, Middlesex, front suspension anti-roll bar conversion for Morris Minor, Wolseley 1500 and Riley 1.5, £6 10s. Rear suspension anti-tramp arm conversion for Morris Minor, Wolseley 1500, Riley 1.5, and current Ford range, £4 15s.

WILLMENT SPEED SHOP, LTD., rear radius arms for new Ford Anglia and Prefect, complete and ready to fit, £8. Also stabilizer bar (£5 5s) and adjustable rear shock absorbers (£3 15s).

YIMKIN ENGINEERING, anti-tramp bracket for Minor 1000, £4 10s. Available from Gordon and Glynn, 73 and 79, Cadogan Lane, Sloane Street, London, S.W.1.

### Thin Cylinder Head Gaskets

BUCKLER CARS, LTD., special gasket for Ford Popular, Anglia and Prefect, 10s.

RICHARD KLINGER, LTD., Klingerit Works, Sidcup, Kent, thin gaskets for all engines.

### Transmission

ALEXANDER ENGINEERING CO., LTD., alternative axle ratios for most B.M.C. models. Also overdrives (see under extensive conversions).

BUCKLER CARS, LTD., close-ratio gears for new Ford Anglia and Prefect, £13 14s. Alternative ratio crown wheel and pinion for Ford Popular, £8 10s.

LAYCOCK ENGINEERING CO., LTD., Millhouses, Sheffield, 8, Laycock-de Normanville electrically operated overdrives for several models.

VEHICLE DEVELOPMENTS, LTD., 60, Balcombe Street, London, N.W.1, Handa manually operated overdrives for Ford Anglia, Prefect, Consul, Zephyr and Zodiac; Vauxhall Victor, Velox and Cresta. Prices (excluding fitting) from £42 10s to £58.



Lord Brabazon, patron of the Museum, says his piece before unveiling a plaque at the entrance to the new building

Watched by their close relatives and friends, Lord Brabazon dedicates a corner of the racing car section to drivers Mike Hawthorn and Peter Collins.

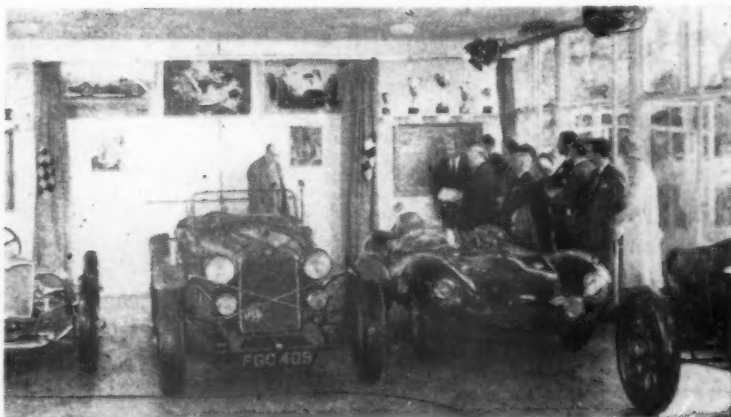
## Beaulieu Museum Opens

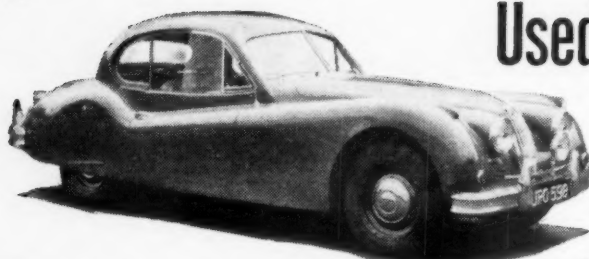
that they are not just skilful, but represent sportsmanship in its highest form. I am here today to unveil a memorial to two outstanding drivers who were much loved, but who are no longer with us.

Peter Collins represented all that was best in the sport—brave, endearing and gallant, a driver of the highest class; he died, so to speak, in battle—in a race. All mourned him, but none more than those against whom he raced. Mike Hawthorn, having attained the highest world honours possible, was taken from us in a road accident that was as mysterious as it was tragic. He wore his honours lightly, but they were noble ones. It is fitting and proper that in this exhibition, visited as it will be by countless thousands of motorists, the names of these two people should be remembered, as each of them was *sans peur et sans reproche*. I unveil this memorial with sorrow, but with pride."

IN bright spring sunshine some 1,000 guests and several thousand paying visitors stood among the daffodils at Beaulieu last Sunday, to watch Lord Brabazon of Tara perform the opening ceremony of the new Montagu Museum building. Prominent V.I.P.s of the motor industry and racing circuits, past and present, rubbed shoulders with many guests from the Continent. Among the latter were two Frenchmen with museum interests of their own—Henri Malarre, who has a priceless private collection at Lyons, and Serge Pozzoli, one of a syndicate forming a museum at Monthéry. Lord Brabazon also unveiled a corner of the racing car section dedicated to Peter Collins and Mike Hawthorn, with these words:

"The interest taken in motor racing today is remarkable. It is due in part to the fact that this country has produced during the last ten years a crop of drivers of the very highest class. They are sought after by all manufacturers, even abroad, for the reason





## Used Cars on the Road-140

### 1955 JAGUAR XK140 COUPÉ

|                  |        |    |    |
|------------------|--------|----|----|
| Basic price new  | £1,140 | 0s | 0d |
| Total price new  | £1,616 | 2s | 6d |
| Price secondhand | £895   | 0s | 0d |

#### Acceleration from rest through gears:

|              |          |                            |          |
|--------------|----------|----------------------------|----------|
| to 30 m.p.h. | 3.8 sec  | to 80 m.p.h.               | 20.2 sec |
| to 50 m.p.h. | 8.6 sec  | to 90 m.p.h.               | 26.7 sec |
| to 60 m.p.h. | 12.6 sec | 20 to 40 m.p.h. (top gear) | 6.2 sec  |
| to 70 m.p.h. | 15.5 sec | 30 to 50 m.p.h. (top gear) | 7.2 sec  |

#### Standing quarter-mile

18.7 sec

|                    |              |                       |           |
|--------------------|--------------|-----------------------|-----------|
| Petrol consumption | 16-19 m.p.g. | Mileometer reading    | 15,280    |
| Oil consumption    | 1,500 m.p.g. | Date first registered | June 1955 |

Provided for test by Gordon and Glynn, 79, Cadogan Lane, Sloane Street, London, S.W.1. Telephone: SLOane 8326.

There are a badge bar, and a spot and flat beam fog lamps. Other accessories on the Jaguar are a very good Radiomobile radio, a windscreen washer and reasonably effective recirculatory heater. An interior light for the luggage locker is standard equipment

**B**Y a happy coincidence the Jaguar XK140 chosen as the used sports car for this special issue becomes the subject of the 140th test in the series. Of greater importance is the fact that the car came entirely up to the high expectations held for it and, after it had been returned to the providers, it left a vivid impression as an extremely safe and fast (yet docile) car, offering a combination of qualities which makes it very worthy value at the price asked.

It has had two owners, and it is understood from Gordon and Glynn that the mileometer was set to zero when the car changed hands, and that the figure recorded above is the mileage run by the second owner. Before that it had totalled about 20,000 miles, so now the total mileage is in the region of 35,000—a low figure after four years for this sort of vehicle. An overhaul on the suspension was carried out by the second owner, but the other major assemblies have not seen any repair work.

Engine wear consistent with the mileage is mildly evident in terms of a fair rate of oil consumption and of a slightly higher noise level than is remembered on the model when new. Once or twice there was difficulty in starting from cold, but at other times, and when warm, the engine fired instantly. The automatic choke is well adjusted to cut out early, and it functions efficiently; once running, the engine pulls strongly immediately after a cold start.

The behaviour of this remarkable six-cylinder, 3,442 c.c. long-stroke o.h.c. engine remains unimpaired. It still has the ability to dawdle smoothly in traffic at low revs and without snatch; yet when the accelerator is pressed down hard there is again the familiar exciting change in its characteristics as, with something of a snarl from under the bonnet, the needle of the rev. counter surges round the dial, and the power builds up towards its potential 210 b.h.p. gross at 5,750 r.p.m.

On the road the engine is inaudible for most of the time. Not until it is working hard is there any obtrusive noise as such, and the exhaust is unusually quiet for a car of this character. The acceleration figures above show the all-out performance, and it is interesting to record that the 0-90 m.p.h. figure is only four seconds behind that recorded in the Road Test of the model. Nevertheless, this is not the fastest car to have been tested in the Used Car series, the 1954 Aston Martin DB2/4 (tested in 1957) having proved 0.9sec faster to 90 m.p.h.

In third gear the speed is just under 80 m.p.h. as the rev. counter reaches the red warning band, but normally a change up is made just after 60 m.p.h.. Top gear then carries the car rapidly to the 80s, and overdrive may be used to sustain this or higher speeds with remarkable effortlessness. It is notable how strongly the engine pulls even in overdrive top, and although the gearing provided in this ratio is equivalent to 25 m.p.h. per 1,000 r.p.m. it may be left engaged for long periods in main road cruising. Perhaps the most impressive feature of the car is the frequency with which speeds around the 80 m.p.h. mark are seen in normal main road driving.

For this sort of performance the controls have the essential degree of precision and accuracy, and this is particularly applicable to the rack-and-pinion steering, on which no play at all could be detected. The car responds to imperceptible steering wheel movements, but there are no wheel shocks, and the control is light and a joy to use.

A well-worn Dunlop tyre is on the spare wheel; all the other four tyres are Michelin X, about half-worn. They suit the car perfectly, and there is none of the steering heaviness or slight lateral wobble sometimes associated with these tyres. Directional stability is near perfect, and the car corners in a most reassuring manner, with a trace of understeer which is noticeable only in extreme conditions. In the wet the cornering is again dependable, and although the tail of the car will slide fairly readily the XK140 remains safe and easy to control.

The suspension is splendidly taut and the whole car feels one solid unit; squeaks and rattles are entirely absent. There is no pitching, and only the worst kind of pothole produces

any noise from the suspension. It is firm to just the right degree, and the ride is extremely comfortable.

Some weakness has developed in the gear box, and care has to be used in hurried changes to avoid an ugly "crunch" as the synchromesh is beaten, and occasionally bottom gear is difficult to engage at rest. There is a not unpleasant whine in the indirect ratios, and the stubby central gear change—cranked away from the driver—is precise and enjoyable to use in spite of fairly long travel between gear positions. The clutch takes up smoothly and there is then no slip.

At all speeds the brakes respond powerfully, and pedal pressures do not have to be unduly high. However, repeated hard use on a cross-country journey resulted in a serious degree of fade. This was not found on the model when new, and it may be that linings of the wrong type have been fitted. For normal use they are entirely satisfactory, and the criticism sometimes applied to the model—that the brakes become erratic in wet weather—does not apply on this example. The hand brake is effective, and its lever is conveniently placed between the seats.

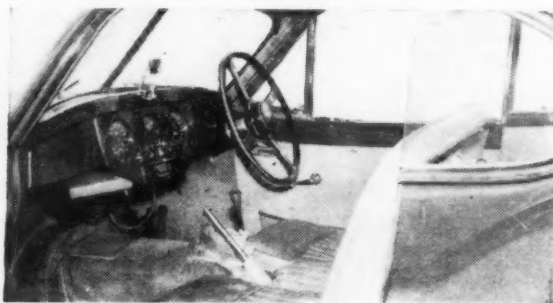
Finished in grey, the external appearance of the car is excellent. There is some rust along the roof gutters and around the doors, but mainly the paintwork is free from chips or scratches. There are no signs of repaired accident damage, but it is evident that parts of the bodywork have been resprayed at some time. The chromium is very good for a four-year-old.

Rather cleaner internal appearance would have been appreciated in view of the price, and there is much that the next owner may do to improve it. Thus, although the grey carpets and leather seats and door trim are sound, they make no pretence of looking really clean, and the cloth roof linings are somewhat drab. The polished wood of the fascia and window surrounds is unmarked and adds much to the general internal appearance.

Initially, everything on the car was in sound working order, but during the test the overdrive went on strike for a while during a heavy rain shower, and later the rev. counter and clock failed. It is understood that these points will be rectified before sale.

Above all, this Jaguar is a very safe car, and its mechanical condition has been maintained in the way that is essential when such performance is available. With this to its credit, it is possible fully to enjoy the excellent characteristics of the model.

The steering column is telescopically adjustable, and the driving position and seat are extremely comfortable; long journeys are a pleasure. There is plenty of leg room in the front of the car, but the occasional rear seats are strictly for two children or one rather cramped adult. The doors open wide and access is easy







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Lively *instant* power, road-hugging stability, tremendous strength and stamina—here are all the top performance features with flawless M.G. craftsmanship. Dashing open two-seater or luxurious weather-tight Coupé, the MGA is way ahead—today's best sports car buy.

**NOTE:** If you're after top competition performance you should specify the new **TWIN-CAM** engine. This power unit developing 108 b.h.p. at 6,700 r.p.m. can be fitted jointly with Dunlop Disc Brakes on either version, (new models only) as an optional extra.



*Safety fast!*



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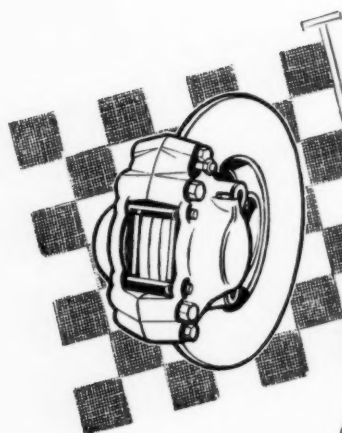
THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD  
London Showrooms: Stratton House, 80 Piccadilly, London, W.1  
Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and 41 Piccadilly, London, W.1



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**GIRLING  
DISC BRAKES**  
*took 43 first places  
in major events during 1958  
including 3 Grand Prix Victories*

**OVER 25 YEARS'  
BRAKING EXPERIENCE**



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**SPRING.** Time to blow the cobwebs away. Time to beg, borrow, or better still, *buy* an Austin Healey. For spring is where the Austin Healeys are. 100-Six: 6-cylinder 2.6 litre engine. Overdrive extra. From £817 plus £409.17.0 purchase tax. Sprite: 4-cylinder 948 cc engine, 4-speed gearbox. From £445 plus £223.17.0 purchase tax. **AUSTIN HEALEY**



Backed by 12-month BMC warranty and BMC service.

THE AUSTIN MOTOR COMPANY LIMITED · LONGBRIDGE · BIRMINGHAM

# AUSTIN HEALEY







You'll love  
the lively



*One-Point-Five*



Price **£575** plus £288. 17s. P.T.

If you like the 'feel' of a finely engineered car, the response of a sports-tuned engine, the positive feel of good steering, sureness in cornering—if you value these things, the Riley One-Point-Five is for you. It's a smaller Riley with a 1½ litre sports-tuned engine with 68 b.h.p. output! Acceleration through the gears is sparkling and there's an extra-high top gear which is the equivalent of an over-drive. This car is beautifully finished too with polished walnut veneer and real leather upholstery. It gives you Magnificent Motoring with real economy. See it in your Riley Dealer's Showroom.

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six-cylinder power  
and luxurious  
comfort, try the  
magnificent Riley  
Two-Point-Six.*

Price **£940**  
plus £471.7s. P.T.

*Fully automatic  
transmission is optional.*



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Every RILEY carries a  
12 MONTHS' WARRANTY  
and is backed by Europe's most  
comprehensive service—B.M.C.

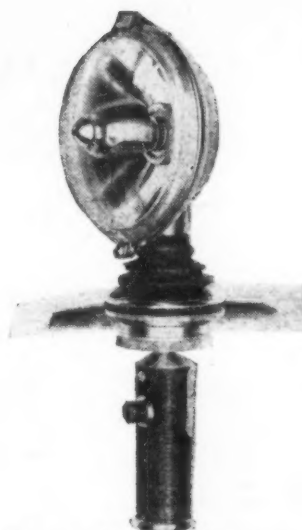
# Searching Lights

THERE ARE on the market interesting new hand-operated spot lamps for the sportsman and backwoodsman. Lucas and Marchal now have roof models, the only kind which can give complete-circle adjustment.

Helphos and Lunox lamps adhere to the windscreen, so are the easiest to install. The Eversure, being a true sealed beam unit, is perhaps the most weatherproof; but all chosen for review have first-class sealing.

Eversure Accessories, Ltd., Waterfall Lane Trading Estate, Old Hill, Staffordshire.  
 Helphos: H. Leston, Ltd., St. John's Wood, London, N.W.8.  
 Johnson: Aviamotive Services, Ltd., Accommodation Road, Hodford Road, London, N.W.11.  
 Joseph Lucas, Ltd., Great King Street, Birmingham, 19.

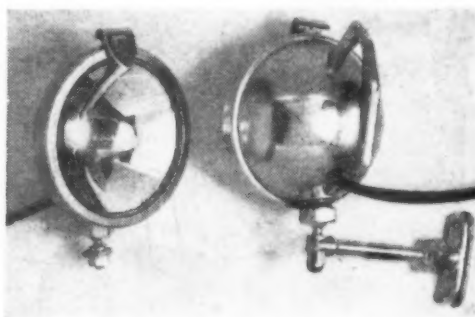
Lunox: Pool Clock Co., 39, City Road, London, E.C.1.  
 Marchal Distributors, Ltd., Brook Lane North, Great West Road, Brentford, Middlesex.  
 Raydyot: James Neale and Sons, Ltd., Graham Street, Birmingham.  
 F. P. Ward, Ltd., Styla Works, Garrison Street, Birmingham, 5.



The powerful Lucas long-range driving lamp is used with the fitting above, in two sizes—R.M.S. 576 (£12 12s) and R.M.S. 700 (£14). Right: Raydyot, a well-made lamp of plated brass, with good mountings (£3 17s 6d)



Left: Ward lamp. The pistol grip, though amusing, is also very practical and extremely well made (£2 19s 6d). Above right: True sealed beam lamp by Eversure, lens, reflector unit being one big "bulb". The body is plated brass (£4 17s 6d)

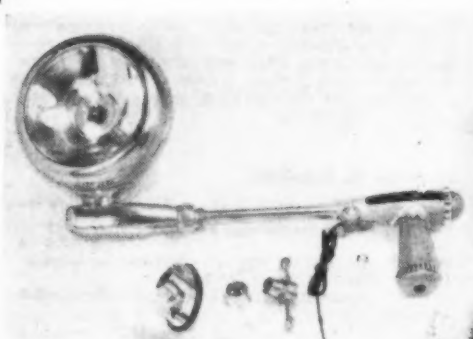
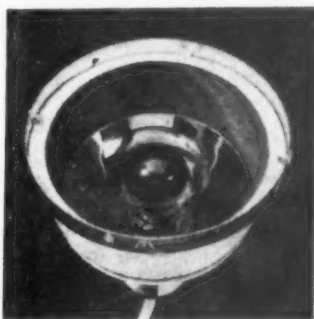


Right: 21-watt Lunox, of plated brass and polished aluminium. It focuses between pencil beam and diffused light; can be used as inspection lamp (£3 19s 6d)

Below, left: New Marchal roof lamp, shown without the rubber concertina which covers the roof-to-lamp junction (£11 17s 6d)



Left: Helphos windscreen spot lamp, easily fitted, easily detached for use as general-purpose lamp (£3 9s 6d). Below: Johnson, a Swedish model with chromium-plated zinc bowl. The inside handle rotates or adjusts beam height (£7 19s, and £8 19s)





HIGHLAND RALLY competitors spare a moment or two to pause and enjoy the scenery near Ullapool, soon after dawn following their first all-night drive in the event (Results on page 571)

## Correspondence

### Tyre Change Transformation

*Experience with a Pathfinder.* With reference to the recent articles on the newer types of tyres, readers may be interested in my experience with a 1956 Pathfinder. The steering was very heavy at speeds in excess of 30 m.p.h. and the car objected to going round corners, making squeals of protest if wrenched away from the kerb or ditch. No fault could be found, but when recently the front tyres had to be renewed, I fitted Michelin X, having previously put two on the rear wheels.

The steering generally has been transformed to such an extent that I find it hard to believe that the garage did not at long last discover same error apart from the type and condition of the old tyres. The car now corners flat and silently at all reasonable speeds, and apart from manœuvring at very low speeds, the steering is much lighter. I have never before obtained so much satisfaction and pleasure from paying for new tyres.

Godalming, Surrey.

C. N. TRENT

### Parking in London

*Who Lays Down the Rules?* Recent parking restrictions have made it practically impossible to drive to a London theatre in one's own motor car. While this must benefit London Transport, the taxi driver and the chauffeur driven car hirer, it is an inconvenience to the private owner.

A rash of parking meters is about to break out all over London—disfiguring many of our streets and squares—wasting valuable kerb space by being spaced at 25ft intervals, and absorbing tens

of thousands of pounds annually from the pockets of private motorists. Once again London Transport, the taxi driver and the chauffeur driven car hirer will benefit—and the private owner will not only be inconvenienced but will pay for that privilege.

In such matters the Minister of Transport has made his own position clear (by declaring that the private motorist will get no sympathy from him), but would it be in the interests of the private motorists to disclose the names and occupations of the Minister's principal advisers, the members of the London and Home Counties Traffic Advisory Committee? Are private motorists represented on this Committee? If so, by whom? And if not, why not?

Newbury, Berkshire.

J. RAYMOND BINNS.

### Gentle Reproach Department

*We Must Not Write "Mill."* In a recent article describing the new Facel Vega the Chrysler engine is referred to as a "mill." Where did you get this term? I fear you have been out behind the barn reading the wrong kind of magazines again. This is poor American slang; really dreadful—an attempt at

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.



improvement through change alone (not uncommon in Automotive America). All the connotations are unpleasant here. A real mill is a noisy, dirty thing; or we think of windmilling, as an aircraft propeller—this is usually disastrous. Finally, there's our bumbling old friend Don Quixote, so where's the case for "mill"? This word is used in the United States, but mostly by people whose interest in motoring lies in driving precisely 1,320ft on Sunday. They never see *The Autocar*—in fact, they think it is something that delivers the milk before they are up. You'll never reach them.

Frankly, if you continue to use this sodden slang, I expect to open your magazine and read "Enzo nixes the injectors and goes for Webber gasworks and Dunlap binders." You can see where you're heading!

Los Angeles, California, U.S.A.    STEPHEN A. BOLLINGER.

### Rear Lamp Dazzle

**Call for Regulation.** While I hesitate to suggest an increase in legislation of any kind—we already have more than enough—I do think it is high time there was some restriction on both the height and size, the former particularly, of rear flashing direction indicators on cars. To a lesser degree the same applies to stop lights.

Some of these indicators are about eye level to a driver in the car behind and are quite blinding. The large American type bodies are the worst but not the sole offenders.

Sale, Cheshire. B. WHEATLEY-JONES.

### Caravanning, Shooting, Fishing

**Advice Sought.** For my holiday this year I would like to go up the East Coast of Scotland. I have a 1956 Vauxhall Wyvern and a Bailey Maestro caravan, and the party consists of four adults.

I want to cover as much ground as possible, also to do some shooting and fishing. I would appreciate any suggestions and warnings from readers who may know the country.

Bishop Auckland, Co. Durham. **WALTER W. ROBERTS.**

### Dipped Head Lights

**Highway Code Reminder.** As a novice driver I have been very interested in the recent correspondence about driving on dipped head lights in town.

I think that the more experienced will be well advised to have a look at their "Highway Code." Paragraph 59 states: "After dark, do not rely on side lights in built-up areas unless the street lighting is good."

London, N.17.

R. E. SPRATT.

## Used Cars on the Road

*A Daimler Enthusiast.* In the Used Car Road Test of the 1951 Daimler Special Sports (*The Autocar*, 20 March), your tester has done a service to intending purchasers in pointing out one further example of the lasting excellence of the products of a manufacturer who builds cars to my idea of perfection. I would like to take issue with him, however, over one or two points on which he has been somewhat over-severe.

For instance, had the car been serviced by the makers I feel sure that, once the engine was thoroughly warm, the oil pressure

warning light would wink gently—instead of shining brightly—at tickover, as the Daimler Manual allows.

Accusations of noise emanating from a Daimler gear box have always seemed to me incomprehensible; have the "whining and whirring" examples of your writer's experience been properly lubricated, maintained and adjusted?

I doubt if the faults in the suspension system are due to anything more serious than worn damper bearings—a by no means major or expensive overhaul would correct this fault. Neither were the other items of equipment costly or difficult to repair, which were mentioned as being out of order.

Such a handsome, reliable car is a great joy to own, and your tester rightly recommends it.

Harrow, Middlesex.

LESLIE JOSS.

### Ferry to Ireland

*"Increase Booking Fee."* Your correspondent (27 March) confers a service on his fellow motorists by calling attention to the unnecessary inconvenience imposed on motorists travelling via Rosslare. I have crossed to Ireland via Rosslare almost since Rosslare was opened; in previous years, difficulties arose owing to sailing tickets. Those difficulties appear to have ceased since a charge was made, and allowed against the purchase of a ticket—the cost is now 10s.

I applied early this year to book a car for a date in July, but was informed that the bookings were not yet open. Ultimately, after some difficulty, I obtained a booking for my car on a weekday (not Saturday). Obviously something is wrong.

May I suggest that, when booking, a substantial charge should be made on the booking, to be allowed against the ultimate charge? This would go far to stop any "trade" in bookings and prevent motoring associations having any preference, also, incidentally, any suspicion of undue priority.

Barnet, Hertfordshire.

J. Wood.

### Austin A.35 Problem

**Readers Supplied the Answer.** With reference to a letter seeking advice regarding the steering of my Austin A.35 (6 March), after receipt of opinions from a number of correspondents, I had a new offside front spring fitted to the car, with the result that the steering cannot now be faulted.

May I publicly express my thanks to correspondents and to *The Autocar* for having co-operated to spare me the continued irritation of an erratically steering car.

Brighton, Sussex.

G. F. A. IVEREIGH.

### After-sales Service

*Happy Magnette Owner.* From time to time one reads in your correspondence columns letters praising the manufacturers of foreign cars for the beauty of their product and the lavishness of their service; perhaps the following may show the courtesy and consideration I received last year from a British manufacturer.

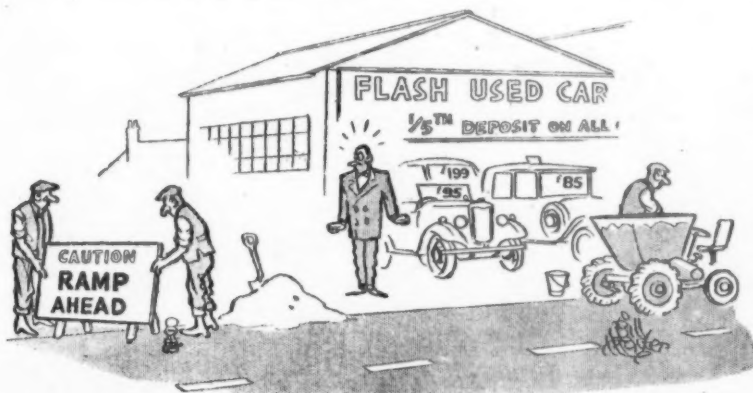
My wife and I took delivery of an M.G. Magnette when we arrived in Southampton. We were on the road in well under an hour after passing customs, with a full tank, sound advice from the agent and very little fuss. After a month's running-in in England, we did a 4,000-mile tour on the Continent, and I noticed halfway through this that the car seemed to be using rather a lot of oil. I immediately wrote to the makers, and when

I returned to England saw them at their Piccadilly showroom, where they suggested that as the consumption, although high, was not serious, I should leave the engine until they serviced the vehicle prior to sending it to South Africa; of course I agreed. They added that if I cared to give them a list of any other troubles they would have them attended to at the same time.

There were a few minor defects, and these I listed. In due course the car arrived here, and, being an engineer by profession, I asked them what they had done to the engine; in their reply was the following paragraph:

"The work which we carried out on your engine was as follows: Regrind valves. Fit new piston rings. Fit new main and big end bearings. Fit completely new set of engine gaskets."

I cannot conceive any firm, foreign or otherwise, doing more for a customer



## Correspondence

than that firm did for me, without charge, for not only did they attend to all my complaints, but owing to carelessness on my part when registering the car in England, I would have had to pay purchase tax had not members of their staff gone to a great deal of trouble with the authorities concerned. With their co-operation everything was cleared up at an expenditure of 2s 6d for a Commissioner of Oaths fee.

The only interest I have with Messrs. Nuffield Export, Limited, is that of a very satisfied customer, having a car with great charm.

Durban, Natal, South Africa.

H. N. D'AETH, M.I.M.E.

### Advice on Driving

*Experience the Best Teacher.* Must we have any more of these tiresome articles telling us how we should drive our cars? I find suspect those people who make a point of instructing other people upon how to drive.

Mr. R. F. Selby required us to ask ourselves several questions about our driving, in his article on slow driving (6 March). I should like to ask Mr. Selby one question—"Do you consider yourself to be a good driver?" I am sure that the answer would be yes. Ninety per cent of his fellow males would

answer in the same manner, for if someone is a bad driver he is usually blissfully ignorant of this.

I suggest that there is but one true teacher, to wit, experience. The man who covers 120 miles and upwards per day five or six days a week will develop, sooner or later, by virtue of his experience and/or accidents, into a first-class, highly experienced driver. Such a driver will not need the blandishments of Blue Lamp or Mr. Selby. Beware of the driver who proudly claims 20 years of accident-free driving. If he had one it might teach him a great deal!

Finally, do not let us underestimate the skill and experience of the really fast driver. Any man, no matter how young, who has 100,000 miles or more behind him is likely to be a good driver. Furthermore, with youth go the indisputable assets of first-class reflex, good sight and hearing, strength and stamina, and, above all, a wideawake sense of anticipation, all indispensable for fast, safe, high-mileage driving.

Grantham, Lincolnshire.

182 ETN.

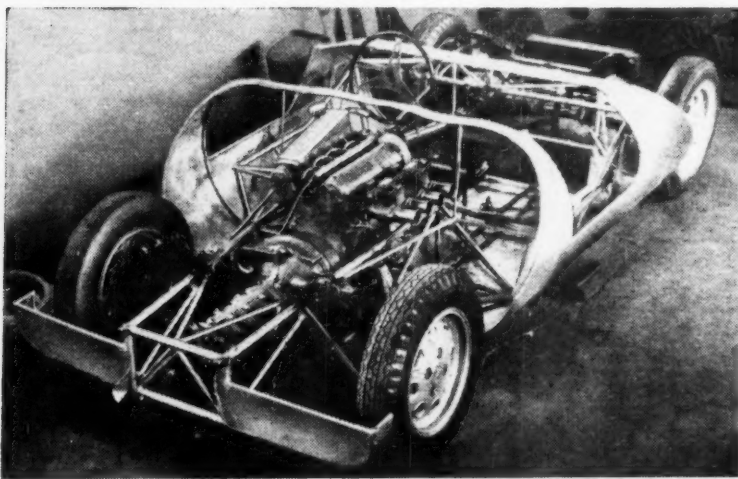
### Minor Modification

*Central Horn Button Fitted.* In reply to Mr. C. C. B. Luther (27 March) the horn button modification to the Morris Minor 1000 seems now to have been done by the maker. The other day I saw a new Minor being delivered; it had a central horn button and self-cancelling trafficator à la Wolseley 1500. Perhaps Mr. Luther could get the later type wheel and column for his car from the makers and so avoid a "modified look" in his car.

Newport, Shropshire.

A. J. WILSON.

## OSCA FOR LE MANS



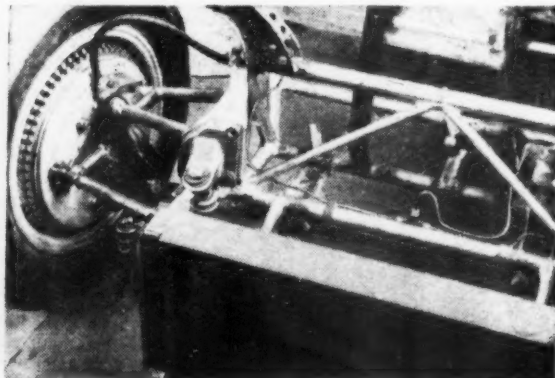
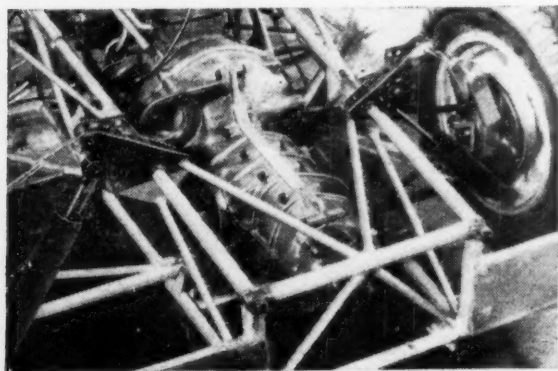
Rear of the chassis showing the Osca twin overhead camshaft engine with a Porsche transmission

A STRONG contender for the Index of Performance in this year's Le Mans 24-hour race will be a new car built for de Tomaso. Last year, co-driving with Colin Davis, he won this important category in that race, driving a 750 c.c. Osca. This same type of engine is used for the new car, but it is coupled to a Porsche transmission and mounted in front of the wheel drive shafts at the rear.

A tubular space-type frame is used, and the front suspension consists of an upper wishbone with a transverse leaf spring mounted below the lower frame tubes. It is not known what will be the type of rear suspension. An examination of the photographs reveals that there are widely spaced lower wishbones. Most probably at the top a transverse leaf spring is used, arranged to give extra stiffness in roll, as on the formula 1 Cooper and previously the Maserati.

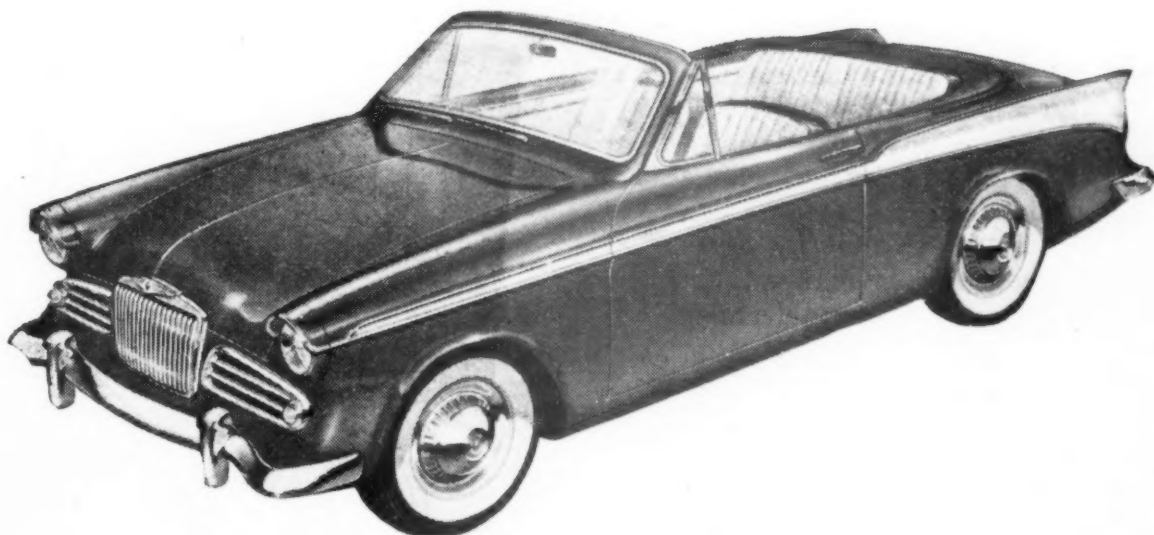
The car was entered originally for the Sebring 12-hour race last month, but did not appear as it was not ready in time. If the problems associated with a new design are solved satisfactorily then in the hands of de Tomaso it could be very formidable in the 750 c.c. class events.

Left: Rear suspension in the course of erection. The lower wishbone can be seen, but the top linkage and suspension springs are a matter for conjecture at this stage. Right: Front suspension and forward-mounted steering linkage. The radiator appears to be of the cross-flow type

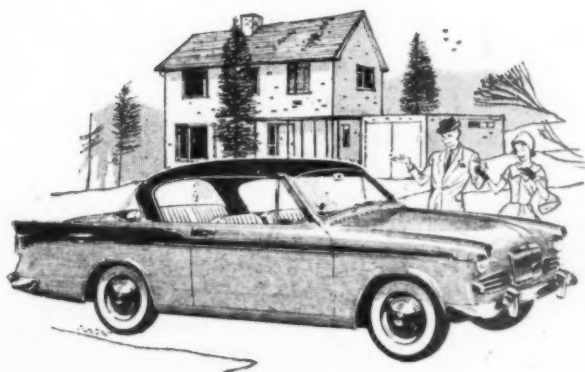


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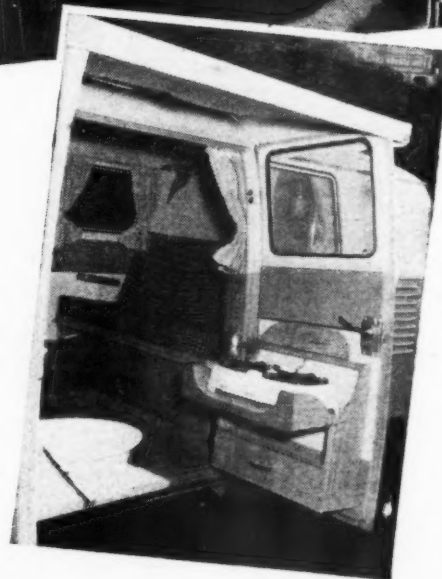
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## Circuit of Ireland

**T**HE International Circuit of Ireland Rally of the Ulster A.C. at Easter proved to be the toughest and most testing since the event started as the Ulster Motor Rally 28 years ago. This year it again covered 1,500 miles, despite one of the all-night runs having been eliminated, between Good Friday night and Tuesday, and included 17 driving tests, 23 controls and several navigation tests with tight time schedules.

For the first time the winner was a driver from Eire, Kevin Sherry, of Monaghan, driving a Volkswagen with S. de Barra as navigator, so bringing a saloon car win for the first time in 23 years. Five more Volkswagens followed Sherry's in the top six places in the general classification, all but one of them with drivers from Eire.

The bulk of the 120 starters set off from the Belfast control, the Dublin and Omagh (Co. Tyrone) totals being thirty and four respectively. They joined forces south of the Border at Dundalk and proceeded to Castleblayney, for the start of an 80-odd miles' navigation test, in which there were 11 check points in a maze of roads in counties Monaghan, Cavan and Meath, to be covered at 30 m.p.h.

First of the manoeuvring tests was held in the small hours on the steep and loose-surfaced Ballymacroe Hill, in Co. Wicklow, where drivers had to reverse uphill round three pylons in turn. Volkswagens driven by Sherry, J. O'Mahony (both 41sec) and T. A. Burke and J. S. McClean (Sprite) were best here.

A 60-mile run through Waterford and Tipperary, after a short breakfast stop, brought the entry to a crossroads test under the mountain of Slievenaman. Here Sherry was best again (26.8sec), followed by Volkswagen drivers F. A. Robinson, R. D. McBurney and Burke; but in the next test at a Y-junction he was only sixth, behind Robinson (31.4sec), G. H. Hurst (A.35), Maunsell, Moore and J. Chesney (1991 Triumph). His time of 33sec was, however, good enough to keep him at the head of affairs.

A short run brought the weary competitors into Killarney after a 600-odd miles run, and their cars were impounded for the night. At that stage the leaders were: 1, Sherry (135.4 marks lost); 2, Burke (143.4); 3, S. H. M. Logan, Volkswagen (143.6); 4, O'Mahony (144.2); 5,



Between the breakfast break and the Dunganrao Co. Waterford check on Easter Saturday morning the Sprite driven by A. J. Hedley and W. D. Johnston of Newcastle-upon-Tyne

McBurney (145.0); and C. Molyneux, Austin A.35 (145.6). Molyneux led the 1,000 c.c. saloons, Sherry the 1,300, J. E. Dowling, Hillman (157.4), the over-1,300s, S. Moore, Sprite (156.0), the 1,300 open sports cars and J. Chesney, Triumph (167.8), the over-1,300s, one-fifth mark ahead of Wallwork, who had dropped about 25 marks more in the Slievenaman test than the other Triumph men.

Sunday's run through Kerry and Cork counties was 195 miles through beautiful scenery.

The first test was a speed descent of the fearsome 1½ miles of the Tim Healey Pass with its 39 corners of varying character, with steep drops on the outside of many.

Pat Moss (948 Morris) was the first down and in a fine exhibition of driving skill returned 3min 27.8sec, a figure that was bettered only four times. None of the saloon drivers beat it except Sherry, who did a masterly 3min 23.4sec, eight seconds better than the next best in a Volkswagen (Robinson).

Among the 30 competitors who were out at the end of the day were McMillen, who badly damaged his car when he hit a hedge avoiding an oncoming bus, and J. S. Lawton (847 Renault), of Bromley Cross, who lost a wheel. Sherry retained his eight-point lead but Burke had

dropped back and the order at the end of the second stage was: 1, Sherry (326.1); 2, Logan (334.8); 3, O'Mahony (337.9); 4, McKinney (340.3); 5, M. G. O'Brien, Volkswagen (343.9); 6, Molyneux (345.1); class leaders were Molyneux, Sherry, Dowling (362.9), Moore (355.5) and Wallwork (360.2). In the touring class for competitors following the same course (sometimes at a lower average) but not doing the speed tests, S. P. Bishop (1991 Triumph) led the rally throughout.

On Easter Monday there was a grueling run, including four tests and a stiff navigation section, up the west to Co. Donegal and then to Derry city, for a few hours' sleep.

The day's speed test was a climb of the Corkscrew Hill, near Lisdoonvarna, and in this Brian McCaldin had best time (72.8sec) in the works Triumph, followed by Wallwork and G. H. F. Parkes (3.4 Jaguar saloon) in 73.6sec. Another Jaguar, driven by the Czech M. Zladek, did 75.8sec, which was equalled by M. Acheson (twin-cam M.G.), with which the 78sec of W. Chesney (Sprite) compared favourably.

Tuesday's run, a mere 149 miles, included four tests. At Kirkistown airfield circuit there was a timed four-lap speed test, and in this McCaldin and Wallwork were well ahead, though a handicap equivalent to 70sec in 5½ minutes reduced the advantage over the saloons very appreciably.

Pat Moss, who had put her Morris Minor amongst the fastest of the saloons in the speed test, came up into second place in Class 1 as well as winning the Ladies' Award once again.

### RESULTS

**General Classification:** 1, Volkswagen (K. Sherry), 672.99 marks lost; 2, Volkswagen (J. O'Mahony), 695.04; 3, Volkswagen (T. A. Burke), 699.96; 4, Volkswagen (S. Logan), 704.66; 5, Volkswagen (R. McBurney), 706.35; 6, Volkswagen (J. Cullen), 716.89. **Best visiting driver:** K. Sherry. **Autopoint Trophy:** J. O'Mahony. **Novice Award:** R. McBurney. **Ladies Award:** Morris (Miss P. Moss).

**Class Awards:** Closed cars up to 1,000 c.c.: 1, Austin A.35 (C. Molyneux); 2, Morris 948 c.c. (Miss P. Moss); 3, D.K.W. (P. O'Flynn), 1,991 to 1,300 c.c.: As General Classification. **Over 1,300 c.c.:** 1, Hillman (J. Dowling); 2, Hillman (G. Maunsell); 3, Hillman (W. Todd). **Open cars up to 1,300 c.c.:** 1, Austin-Healey (S. Moore); 2, Austin-Healey (R. McKinney); 3, Ford (F. Stenbridge). **Sports cars over 1,300 c.c.:** 1, Triumph (J. Wallwork); 2, Triumph (B. McCaldin); 3, M.G. (S. Armstrong).

**Touring Class:** 1, Triumph (S. Bishop); 2, Hillman (D. Baird); 3, Austin (P. Thompson). **Team Awards:** Closed cars: 1, Volkswagens (Logan, Sherry and Kilroy); 2, Hillmans (Dowling, Eyre-Maunsell and Todd). **Open cars:** 1, Austin-Healey Sprites (McKinney, McClean and Little); 2, Austin-Healey Sprite (Hedley, Chesney and Moore).

### COMING SHORTLY

**APRIL 11.**—Vintage S.C.C., Silverstone, 12.15 p.m.

**11.**—London M.C., Little Rally, Thames Estuary Country Club, Phyllis Court, Henley-on-Thames, 8.30 a.m.

**11.**—B.R.D.C., British Empire Trophy, Oulton Park.

**11.**—Plymouth M.C., Manor Trophy rally, Elfordleigh Hotel, Plympton, 8 p.m.

**11-12.**—Southsea M.C., Hunt Trophy rally, Hayter's Garage, Portsmouth, 10.1 p.m.

**11-12.**—Skegness M.C., Fenland Rally, Ellison's Garage, Lincoln Road, Horncastle, 8.31 p.m.

**11-12.**—Rhyl and D.M.C., North Wales Rally, Queensferry, Rhyl and Oswestry.

**12.**—Airedale and Pennine M.C.C., Dalesman Rally, Carlton Moor, Yeadon, 9.30 a.m.

**12.**—Lancashire and Cheshire C.C., Derbyshire Trial, New Bath Hotel, Matlock Bath, Derbyshire, 11 a.m.

**12.**—Oxford M.C., Tyronian Rally, Barley Mow Hotel, Clifton Hampden, 2.30 p.m.

**12.**—B.A.R.C. (S.W.), Brunton Hill Climb, 2.30 p.m.

**17-18.**—Riley M.C., 24-hour Trial.

**17-18.**—I.O.W. C.C., Invitation rally and Concours d'Elegance, Portsmouth, 8.1 p.m.

**18.**—B.A.R.C., Aintree International, 11 a.m.

**18.**—S.U.N.B.A.C. and B.O.C., speed hill climb, Ragley Hall, near Alcester, 2 p.m.

**18-19.**—Chester M.C., Martini Rally, Bernie's Motor Auction, Queensferry, 11.1 p.m.

**18-19.**—B.A.R.C. (S.E.), annual rally, Eastbourne and London, 10.31 p.m.

**18-22.**—Hants and Berks M.C., Mobilgas Economy Run.

**19.**—Fiat 500-600 Club, Riddle Rally, Ruislip municipal car park, Pembroke Road, 11.30 a.m.

**19.**—Thames Estuary A.C., National Day of Dicing, Orsett Camp, Orsett, Essex, 10.30 a.m.

**19.**—Swansea M.C., driving test meeting, Fairwood Common aerodrome, near Swansea.

**19.**—B.R.S.C.C., Restricted, Snetterton, 2 p.m.

**19.**—Birmingham Y.C., M.C., Hills Bridge Party, Parson and Clerk, 2.30 p.m.

**19.**—Sun M.C., Cuckoo Rally, Garston Motor Company, Garston, Watford, 8.45 a.m.

# PICK OF THE SPORTS CARS:

| Make and Model            | Engine Position No. and Arrangement of Cyls. | Bore and Stroke | Capacity | Maximum Gross and Nett B.H.P. at Spec. R.P.M. |       |        | Maximum Torque and B.M.E.P. at Spec. R.P.M. |          |        | Compression Ratio (to 1) | Valve Position and operation | Fuel Tank Capacity (Imp. Gall.) | Make and Number of Carburetors. (Make and Type of Fuel Injection) | Gear Lever Position | Top Gear M.P.H. per 1,000 R.P.M. | Dry Weight | B.H.P. per ton Unladen |
|---------------------------|--|-----------------|----------|---|-------|--------|---|----------|--------|--------------------------|------------------------------|---------------------------------|---|---------------------|----------------------------------|------------|------------------------|
|                           |  |                 |          | Gross   | Nett  | R.P.M. | Torque                                      | B.M.E.P. | R.P.M. |                          |                              |                                 |   |                     |                                  |            |                        |
|                           |  | mm              | c.c.     |   |       |        | lb ft                                       | lb sq in |        |                          |                              |                                 |   |                     |                                  | lb         |                        |
| Abarth 500 Zagato         | R. 2 in-line*                                | 66 70           | 479      | —   | 23    | 5,200  | 24  | 124      | 3,000  | 8.7                      | O.P.                         | 4 1/2                           | Weber 1   | C.                  | 12.6                             | 990        | 52                     |
| 750 Zagato                | R. 4 in-line                                 | 61 64           | 747      | —   | 43    | 5,800  | 36  | 137      | 3,500  | 9.8                      | O.P.                         | 6                               | Weber 1   | C.                  | 15.6                             | 1,177      | 84                     |
| 750 Bialbero              | R. 4 in-line                                 | 61 64           | 747      | —   | 61    | 7,000  | 51  | 168      | 5,000  | 9.7                      | 2 O.C.                       | 6 1/2                           | Weber 2   | C.                  | 16.3                             | 1,212      | 79                     |
| A.C. Ace                  | F. 6 in-line                                 | 65 100          | 1,991    | —   | 90    | 4,500  | 110   | 137      | 2,500  | 8.0                      | 1 O.C.                       | 13                              | S.U. 3  | C.                  | 21.4                             | 1,720      | 117                    |
| Bristol                   | F. 6 in-line                                 | 66 96           | 1,971    | —   | 125   | 5,750  | 122   | 153      | 4,500  | 9.0                      | O.P.                         | 13                              | Solex 3   | C.                  | 19.5                             | 1,970      | 136                    |
| Alfa Romeo Abarth 1000    | F. 4 in-line                                 | 74 58           | 998      | —   | 88    | 8,000  | 71  | 175      | 5,000  | 10.0                     | 2 O.C.                       | 12 1/2                          | Weber 2   | C.                  | 15.2                             | 1,499      | 131                    |
| Giulietta Sprint          | F. 4 in-line                                 | 74 75           | 1,290    | —   | 80    | 6,000  | 83  | 158      | 4,250  | 8.0                      | 2 O.C.                       | 11 1/2                          | Solex 1   | C.                  | 17.0                             | 1,875      | 95                     |
| Giulietta Sprint Veloce   | F. 4 in-line                                 | 74 75           | 1,290    | —   | 90    | 6,000  | 86.8  | 166      | 4,500  | 8.5                      | 2 O.C.                       | 12 1/2                          | Weber 2   | C.                  | 19.1                             | 1,973      | 102                    |
| Giulietta Sprint Speciale | F. 4 in-line                                 | 74 75           | 1,290    | —   | 100   | 6,000  | 85.3  | 163      | 4,000  | 9.0                      | 2 O.C.                       | 17 1/2                          | Weber 2   | C.                  | 19.1                             | 1,850      | 121                    |
| 2000 Spider               | F. 4 in-line                                 | 84.5 88         | 1,975    | —   | 115   | 5,800  | 116   | 145      | 3,500  | 8.5                      | 2 O.C.                       | 15 1/2                          | Solex 2   | C.                  | 23.2                             | 2,646      | 97                     |
| Allard GT                 | F. 6 in-line                                 | 83.2 106        | 3,442    | 210   | —     | 5,750  | 213   | 153      | 4,000  | 8.0                      | 2 O.C.                       | 20                              | S.U. 2  | C.                  | 22.0                             | 2,515      | 200                    |
| Alpine 750 A106           | R. 4 in-line                                 | 54.5 80         | 747      | 43  | —     | 6,200  | —   | —        | —      | 9.0                      | O.P.                         | 6 1/2                           | Solex 1   | C.                  | 14.0                             | 1,210      | 80                     |
| 904 A108                  | R. 4 in-line                                 | 60 80           | 904      | 60  | —     | 6,200  | —   | —        | —      | 9.1                      | O.P.                         | 6 1/2                           | Solex 1   | C.                  | 16.2                             | 1,210      | 111                    |
| Arnolt-Bristol            | F. 6 in-line                                 | 66 96           | 1,971    | —   | 132   | 5,500  | 128   | 160      | 5,000  | 9.0                      | O.P.                         | 15 1/2                          | Solex 3   | C.                  | 21.0                             | 2,050      | 143                    |
| Aston Martin Mk. 3        | F. 6 in-line                                 | 83 90           | 2,922    | —   | 197   | 5,500  | 194   | 164      | 4,000  | 8.6                      | 2 O.C.                       | 18 1/2                          | S.U. 2  | C.                  | 21(28.5)                         | 2,600      | 130                    |
| D.B.4                     | F. 6 in-line                                 | 92 92           | 3,670    | 267   | —     | 5,500  | 240   | 161      | 4,250  | 8.2                      | 2 O.C.                       | 19                              | S.U. 2  | C.                  | 22.6                             | 2,800      | 195                    |
| Austin-Healey Sprite      | F. 4 in-line                                 | 62.9 76.2       | 948      | 42.5  | —     | 5,000  | 52  | 135      | 3,300  | 8.3                      | O.P.                         | 5 1/2                           | S.U. 2  | C.                  | 15.4                             | 1,433      | 67                     |
| 100 Six                   | F. 6 in-line                                 | 79.4 89         | 2,639    | 121   | —     | 4,750  | 149   | 139      | 3,000  | 8.5                      | O.P.                         | 12                              | S.U. 2  | C.                  | 18.0                             | 2,464      | 106                    |
| Berkeley 3-cyl.           | F. 3 in-line*                                | 58 62           | 492      | 30  | —     | 5,500  | 35.6  | 89       | 3,500  | 7.5                      | 2-str.                       | 5 1/2                           | Amal 3  | C.                  | 13.2                             | 847        | 79                     |
| B95                       | F. 2 in-line*                                | 70 90           | 692      | 41  | —     | 5,500  | 43  | 153      | 4,000  | 7.25                     | O.P.                         | 5                               | Amal T.T. 1   | C.                  | 14.3                             | 800        | 114                    |
| B105                      | F. 2 in-line*                                | 70 90           | 692      | 51  | —     | 6,250  | —   | —        | —      | 8.0                      | O.P.                         | 5                               | Amal T.T. 1   | C.                  | 22.0                             | 800        | 142                    |
| BMW 507                   | F. 8-V                                       | 82 75           | 3,168    | —   | 165   | 5,000  | 173.5                                       | 135      | 4,000  | 9.0                      | O.P.                         | 13                              | Zenith 2  | C.                  | 21.3                             | 2,580      | 143                    |
| Chevrolet Corvette        | F. 8-V                                       | 98.4 75.2       | 4,637    | 294   | —     | 6,200  | 290   | 155      | 4,400  | 10.5                     | O.P.                         | 13 1/2                          | Injection   | C.                  | 21.4                             | 2,976      | 220                    |
| Cooper Monaco             | R. 4 in-line                                 | 81.2 71.1       | 1,475    | —   | 142.8 | 7,250  | 112   | 187      | 5,600  | 10.1                     | 2 O.C.                       | 12                              | S.U. 2  | C.                  | 20.5                             | 1,120      | 252                    |
| Daimler Dart              | R. 4 in-line                                 | 86.4 83.8       | 1,962    | —   | 176   | 6,500  | 162   | 204      | 5,000  | 12.4                     | 2 O.C.                       | 12                              | S.U. 2  | C.                  | 20.7                             | 2,090      | 150                    |
| DB Rallye                 | R. 2 H.O.*                                   | 85 75           | 851      | 52  | —     | 5,700  | 47  | 137      | 3,500  | 8.2                      | O.P.                         | 13 1/2                          | Zenith 2  | C.                  | 16.7                             | 1,287      | 91                     |
| Denzel Sport 1500         | R. 4 H.O.*                                   | 80 74           | 1,488    | 85  | —     | 5,400  | 83  | 137      | 4,500  | 8.7                      | O.P.                         | 12                              | Weber 2   | C.                  | 19.1                             | 1,320      | 144                    |
| Elva Courier              | F. 4 in-line                                 | 73.0 89         | 1,489    | 72  | —     | 5,000  | 77.4  | 129      | 3,500  | 8.3                      | O.P.                         | 9                               | S.U. 2  | C.                  | 19.5                             | 1,344      | 120                    |
| Mk. 4                     | F. 4 in-line                                 | 72.4 66.6       | 1,098    | 83  | —     | 6,800  | 72  | 162      | 4,750  | 9.8                      | 1 O.C.                       | 8                               | S.U. 2  | C.                  | 14.8                             | 920        | 201                    |
| Enzmann Super 1500        | R. 4 H.O.*                                   | 77 69.5         | 1,192    | —   | 45    | 4,600  | 69  | 143      | 2,800  | 7.8                      | O.P.                         | 11 1/2                          | Solex 1   | C.                  | 20.2                             | 1,125      | 91                     |
| Facel Vega HK 500         | F. 8-V                                       | 104.6 84.9      | 5,907    | 360   | —     | 5,200  | 400   | 167      | 3,600  | 10.0                     | O.P.                         | 22                              | Carter 2  | C.                  | 27.3                             | 3,660      | 220                    |
| Fairthorpe Electron Minor | F. 4 in-line                                 | 63 95           | 948      | 45  | —     | 5,900  | 49  | 127      | 2,800  | 8.25                     | O.P.                         | 8                               | S.U. 2  | C.                  | 16.3                             | 1,120      | 90                     |
| Electron Mk. 2            | F. 4 in-line                                 | 72.4 66.6       | 1,098    | 93  | —     | 6,900  | 72  | 162      | 4,700  | 10.5                     | 1 O.C.                       | 10                              | S.U. 2  | C.                  | 19.1                             | 1,210      | 172                    |
| Ferrari 250 GT            | F. 12-V                                      | 73 58.8         | 2,953    | —   | 240   | 7,000  | 181   | 152      | 5,500  | 9.5                      | 1 O.C.                       | 22                              | Weber 3   | C.                  | 20.1                             | 2,535      | 232                    |
| 410                       | F. 12-V                                      | 88 68           | 4,962    | —   | 400   | 6,500  | 311   | 155      | 5,000  | 9.0                      | 1 O.C.                       | 22                              | Weber 3   | C.                  | 21.6                             | 2,750      | 325                    |
| 196                       | F. 6-V                                       | 77 71           | 1,984    | —   | 200   | 7,200  | —   | —        | —      | 9.8                      | 1 O.C.                       | 26 1/2                          | Weber 3   | C.                  | —                                | 1,455      | —                      |
| Fiat 1200 Spyder          | F. 4 in-line                                 | 72 75           | 1,221    | 63  | —     | 5,300  | 65  | 131      | 3,000  | 8.25                     | O.P.                         | 8 1/2                           | Weber 1   | C.                  | 16.1                             | 1,870      | 76                     |
| Frazer Nash               | F. 8-V                                       | 74 75           | 2,560    | 140   | —     | 4,800  | 162   | 156      | 3,000  | 7.8                      | O.P.                         | 15-25                           | Solex 1   | C.                  | 23.0                             | 2,016      | 155                    |
| Friskysprint              | R. 3 in-line*                                | 58 62           | 492      | 31  | —     | 5,700  | 35.6  | 89       | 3,500  | 8.25                     | 2-str.                       | 8                               | Amal 3  | C.                  | 13.4                             | 690        | 100                    |
| Grégoire Sport            | F. 4 H.O.                                    | 90 85           | 2,188    | 130   | —     | 4,500  | 160   | 180      | 2,500  | 6.9                      | O.P.                         | 13                              | Solex 1   | C.                  | 23.6                             | 2,530      | 111                    |
| Jaguar XK150 Coupé        | F. 6 in-line                                 | 87 106          | 3,442    | 210   | —     | 5,500  | 215   | 155      | 3,000  | 8.0                      | 2 O.C.                       | 14                              | S.U. 2  | C.                  | 22.0                             | 3,144      | 162                    |
| 150S Roadster             | F. 6 in-line                                 | 87 106          | 3,442    | 252   | —     | 5,500  | 240   | 172      | 4,500  | 9.0                      | 2 O.C.                       | 14                              | S.U. 2  | C.                  | 19(425.2)                        | 3,144      | —                      |
| Jensen 541 R              | F. 6 in-line                                 | 87 111          | 3,993    | 132   | —     | 4,100  | 227   | 140      | 2,400  | 7.6                      | O.P.                         | 15                              | S.U. 2  | C.                  | 24.6(30.0)                       | 3,240      | 110                    |
| Lancia Appia GTE          | F. 4-V                                       | 68 75           | 1,090    | 56  | —     | 4,900  | 64  | 145      | 3,500  | 8.1                      | O.P.                         | 13                              | Weber 1   | C.                  | 17.1                             | 1,775      | 70                     |
| Flaminia Sport            | F. 6-V                                       | 80 81.5         | 2,458    | 131   | 119   | 5,100  | 137   | —        | 3,500  | 8.5                      | O.P.                         | 15 1/2                          | Solex 1   | C.                  | 22.1                             | 2,645      | 100                    |
| Lister-Jaguar             | F. 6 in-line                                 | 83 106          | 3,442    | 250   | —     | 6,000  | 260   | 187      | 4,000  | 9.0                      | 2 O.C.                       | 38                              | Weber 3   | C.                  | 24.0                             | 1,736      | 327                    |
| Lola Climax               | F. 4 in-line                                 | 72.4 66.6       | 1,098    | —   | 90    | 7,200  | 72  | 162      | 5,250  | 10.5                     | 1 O.C.                       | —                               | S.U. 2  | C.                  | —                                | 840        | 224                    |
| Lloyd Alexander Frua      | F. 2 in-line*                                | 77 64           | 596      | 29.5  | —     | 5,000  | 29  | 120      | 3,000  | 7.2                      | 1 O.C.                       | 5 1/2                           | Solex 1   | S.                  | 13.6                             | 1,279      | 52                     |
| Lotus Elite               | F. 4 in-line                                 | 76.2 66.6       | 1,216    | —   | 75    | 6,100  | 72  | 149      | 4,400  | 8.5                      | 1 O.C.                       | 9                               | S.U. 1  | C.                  | 16.7                             | 1,204      | 141                    |
| Lotus Fifteen             | F. 4 in-line                                 | 81.2 71.1       | 1,475    | —   | 150   | 7,200  | 110   | 190      | 6,500  | 10.0                     | 2 O.C.                       | 19                              | S.U. 2  | C.                  | 18.6                             | 980        | 314                    |
| Lotus Seven               | F. 4 in-line                                 | 63 92.5         | 1,172    | —   | 36    | 4,500  | 52  | 110      | 2,500  | 7.0                      | S.V.                         | 7                               | Zenith 1  | C.                  | 18.0                             | 854        | 96                     |
| Lotus Seventeen           | F. 4 in-line                                 | 72.4 66.6       | 1,098    | —   | 90    | 7,200  | 72  | 162      | 5,200  | 10.0                     | 1 O.C.                       | 8                               | S.U. 2  | C.                  | —                                | 750        | 250                    |
| Maserati 200SI            | F. 4 in-line                                 | 92 75           | 1,993    | 190   | —     | 7,200  | 132   | 132      | 5,800  | 9.5                      | 2 O.C.                       | 22                              | Weber 2   | C.                  | 19.0                             | 1,430      | 295                    |
| Maserati 250S             | F. 4 in-line                                 | 96 86           | 2,499    | 240   | —     | 7,000  | 181   | 179      | 5,500  | 9.5                      | 2 O.C.                       | 22                              | Weber 2   | C.                  | 19.0                             | 1,430      | 374                    |
| Maserati 300S             | F. 6 in-line                                 | 84 90           | 2,991    | 270   | —     | 6,500  | 230   | 190      | 5,000  | 9.5                      | 2 O.C.                       | 31                              | Weber 3   | C.                  | 20.9                             | 1,738      | 349                    |
| Maserati 450S             | F. 8-V                                       | 93.8 81         | 4,477    | 420   | —     | 7,000  | 284   | 156      | 5,300  | 9.5                      | 2 O.C.                       | 35                              | Weber 4   | C.                  | 28.0                             | 1,892      | 496                    |
| Maserati 3500 GT          | F. 6 in-line                                 | 86 100          | 3,485    | 240   | —     | 5,500  | 225   | 170      | 4,500  | 8.2                      | 2 O.C.                       | 17 1/2                          | Weber 3   | C.                  | 24.4                             | 2,200      | 245                    |
| Mercedes 300SL            | F. 6 in-line                                 | 85 88           | 2,996    | 240   | —     | 6,100  | 228   | 188      | 5,000  | 9.5                      | 1 O.C.                       | 28 1/2                          | Bosch inj   | C.                  | 22.0                             | 3,000      | 179                    |
| M.G.A.                    | F. 4 in-line                                 | 73 89           | 1,583    | 71  | —     | 5,500  | 77.4  | 130      | 3,500  | 8.3                      | O.C.                         | 10                              | S.U. 2  | C.                  | 17.0                             | 1,988      | 81                     |
| M.G.A. twin cam           | F. 4 in-line                                 | 75.4 89         | 1,588    | 108   | —     | 6,700  | 105   | 163      | 4,500  | 9.9                      | 2 O.C.                       | 10                              | S.U. 2  | C.                  | 17.3                             | 2,185      | 111                    |
| Moretti GT750             | F. 4 in-line                                 | 60 66           | 748      | —   | 75    | 8,000  | —   | —        | —      | —                        | 2 O.C.                       | 7                               | Weber 2   | C.                  | 15.5                             | 1,672      | 100                    |
| Moretti 1200GT            | F. 4 in-line                                 | 72 74           | 1,204    | —   | 80    | 8,000  | —   | —        | —      | 9.0                      | 2 O.C.                       | 12                              | Weber 2   | C.                  | 18.6                             | 2,156      | 84                     |
| Morgan 4/4                | F. 4 in-line                                 | 63.5 92.5       | 1,172    | 38  | —     | 5,250  | 53  | 111      | 2,150  | 8.5                      | S.V.                         | 7                               | Zenith 1  | C.                  | 17.0                             | 1,468      | 55                     |
| Morgan Plus Four          | F. 4 in-line                                 | 83 92           | 1,991    | —   | 100   | 5,000  | 117.5                                       | 145      | 3,000  | 8.5                      | O.P.                         | 11                              | S.U. 2  | C.                  | 21.0                             | 1,620      | 123                    |
| Nardi                     | R. 4 in-line                                 | 60.4 65         | 745      | —   | 46    | 6,000  | 59  | 196      | 3,500  | 9.8                      | 2 O.C.                       | 11 1/2                          | Solex 1   | C.                  | 17.5                             | 2,008      | 112                    |
| NSU Sport                 | F. 2 in-line*                                | 75 66           | 1,583    | 34  | —     | 5,700  | 30.5  | 129      | 3,000  | 7.5                      | 1 O.C.                       | 5 1/2                           | Bing 1  | C.                  | 13.9                             | 1,168      | 46                     |
| Osca S187 750             | F. 4 in-line                                 | 62 62           | 749      | —   | 70    | 7,500  | —   | —        | —      | 9.1                      | 2 O.C.                       | 14 1/2-17 1/2                   | Weber 2   | C.                  | —                                | 948        | 166                    |
| Osca S273 1100            | F. 4 in-line                                 | 70 71           | 1,092    | —   | 95    | 7,000  | —   | —        | —      | 9.5                      | 2 O.C.                       | 17 1/2                          | Weber 2   | C.                  | 17.6                             | 1,058      | 201                    |
| Osca SC 372 1500          | F. 4 in-line                                 | 78 78           | 1,491    | —   | 135   | 6,600  | —   | —        | —      | 9.5                      | 2 O.C.                       | 17 1/2                          | Weber 2   | C.                  | 19.1                             | 1,138      | 266                    |
| Peerless G.T.             | F. 4 in-line                                 | 83 92           | 1,991    | —   | 100   | 5,000  | 117.5                                       | 145      | 3,000  | 8.5                      | O.P.                         | 14                              | S.U. 2  | C.                  | 20.0(26.0)                       | 2,100      | 108                    |
| Porsche 356A/1600S        | R. 4 H.O.*                                   | 82.5 74         | 1,582    | —   | 75    | 5,000  | 86  | 134      | 3,700  | 8.5                      | O.P.                         | 11 1/2                          | Zenith 2  | C.                  | 20.0                             | 1,808      | 106                    |
| 356A/1600GS Carrera GT    | R. 4 H.O.*                                   | 87.5 66         | 1,587    | —   | 105   | 6,500  | 89  | 139      | 5,200  | 9.8                      | 2 O.C.                       | 11 1/2                          | Solex 1   | C.                  | 17.5                             | 2,008      | 112                    |
| 356A/1500GS Carrera GT    | R. 4 H.O.*                                   | 85 66           | 1,498    | —   | 110   | 6,400  | 98  | 162      | 5,200  | 8.5                      | 2 O.C.                       | 17 1/2                          | Weber 2   | C.                  | 15.9                             | 1,841      | 1                      |

# Technical Details Classified

| B.H.P. per ton Unladen | Forward Overall Gear Ratios including Overdrive if fitted |       |       |          | Type of Hydraulic Servo on Disc | Brakes  |             | Area Rubbed by Linings | Tyre Size | Type of Suspension and Springs |         | Wheelbase | Widest Track | Claimed Max. Speed | U.K. BASIC PRICE | Make and Model            |                        |
|------------------------|---|-------|-------|----------|---------------------------------|---|-------------|------------------------|-----------|--------------------------------|---------|-----------|--------------|--------------------|------------------|---------------------------|------------------------|
|                        |   |       |       |          |                                 | Internal Dia. of Drum and Lining Width, or Dia. of Disc |             |                        |           |                                |         |           |              |                    |                  |                           |                        |
|                        | F. in   | R. in | sq in | in or mm |                                 | F.  | R.          |                        |           | ft in                          | ft in   |           |              |                    |                  |                           | m.p.h.                 |
| 52                     | 4.5   | 6.7   | 10.6  | 16.8     | H.                              | 6.7-1.12  | 6.7-1.12    | 95                     | 5.20-12   | I.Tr.                          | I.C.    | 6 0.4     | 3 8.6        | 83                 | —                | Abarth 500 Zagato         |                        |
| 84                     | 4.1   | 6.1   | 9.3   | 15.4     | H.                              | 7.3-1.2   | 7.3-1.2     | 108                    | 5.20-12   | I.C.                           | I.C.    | 6 6       | 3 10.25      | 95                 | 1,498            | 750 Zagato                |                        |
| 79                     | 4.3   | 6.1   | 9.3   | 15.4     | H.                              | 7.3-1.2   | 7.3-1.2     | 108                    | 135-12    | I.C.                           | I.C.    | 6 6       | 3 10.25      | 112                | —                | 750 Bialbero              |                        |
| 117                    | 3.6   | 5.0   | 7.2   | 12.3     | H.                              | 11-1.75   | 11-1.75     | 242                    | 5.50-16   | I.Tr.                          | I.Tr.   | 7 6       | 4 2          | 103                | 1,188            | A.C. Ace                  |                        |
| 136                    | 3.9   | 5.0   | 7.2   | 12.3     | H.                              | 11-1.75   | 11-1.75     | 242                    | 5.50-16   | I.Tr.                          | I.Tr.   | 7 6       | 4 2          | 118                | 1,443            | Ace-Bristol               |                        |
| 131                    | 3.0   | 4.6   | 6.2   | 8.9      | 15.2                            | H.  | 10.5-2.25   | 10-1.75                | 259       | 155-15                         | I.C.    | C         | 7 1          | 4 2                | 120              | —                         | Alfa Romeo Abarth 1000 |
| 95                     | 3.0   | 4.6   | 6.2   | 8.9      | H.                              | 10.5-2.25   | 10-1.75     | 259                    | 155-15    | I.C.                           | C       | 7 10      | 4 2.5        | 102                | 1,575            | Giulietta Sprint          |                        |
| 102                    | 4.6   | 6.2   | 8.9   | 14.2     | H.                              | 10.5-2.25   | 10-1.75     | 259                    | 155-15    | I.C.                           | C       | 7 10      | 4 2.5        | 112                | 1,945            | Giulietta Sprint Veloce   |                        |
| 121                    | 4.1   | 5.6   | 8.0   | 13.6     | H.                              | 10.5-2.25   | 10-1.75     | 259                    | 155-15    | I.C.                           | C       | 7 4.6     | 4 2.5        | 125                | 2,368            | Giulietta Sprint Speciale |                        |
| 97                     | 2.9   | 4.6   | 5.2   | 9.1      | 15.0                            | H.  | 12 3        | 11-2.25                | 380       | 165-400                        | I.C.    | C         | 8 2.5        | 4 7                | 112              | 2,195                     | 2000 Spider            |
| 200                    | 3.5   | 4.3   | 6.2   | 10.6     | H.                              | 12 2.25   | 12 2.25     | 340                    | 6.00-15   | I.Tr.                          | I.C.    | 8 0       | 4 4          | 120                | 1,700            | Allard GT                 |                        |
| 111                    | 4.9   | 6.0   | 7.9   | 11.4     | 17.4                            | H.  | —           | —                      | 5.00-15   | I.C.                           | I.C.    | 6 10.75   | 4 0          | 96                 | —                | Alpine 750 A106           |                        |
| 143                    | 4.5   | 5.6   | 7.3   | 10.6     | 16.2                            | H.  | —           | —                      | 5.00-15   | I.C.                           | I.C.    | 6 10.75   | 4 0          | 105                | —                | 904 A108                  |                        |
| 90                     | 3.9   | 5.0   | 7.1   | 11.4     | H.                              | —   | —           | —                      | 5.50-16   | I.Tr.                          | Tor.    | 8 0.25    | 4 6          | 115                | —                | Arnolt-Bristol            |                        |
| 130                    | (2.9)   | 3.7   | 5.0   | 7.5      | 11.0                            | H.D.V.S.  | 12          | 12-1.75                | 430       | 6.00-16                        | I.C.    | C         | 8 3          | 4 6                | 119              | 2,050                     | Aston Martin Mk. 3     |
| 195                    | 3.5   | 4.4   | 6.2   | 8.2      | H.D.V.S.                        | 11.5  | 11.12       | 491                    | 6.00-16   | I.C.                           | C       | 8 2       | 4 6          | 140                | 2,650            | Aston Martin DB4          |                        |
| 67                     | 4.2   | 5.9   | 10.0  | 15.3     | H.                              | 7-1.25  | 7-1.25      | 110                    | 5.20-13   | I.C.                           | I-E     | 6 8       | 3 9.75       | 80                 | 445              | Austin-Healey Sprite      |                        |
| 106                    | 3.9   | 5.2   | 7.5   | 12.0     | H.                              | 11-2.25   | 11-2.25     | 312                    | 5.90-13   | I.C.                           | I-E     | 7 8       | 4 2          | 108                | 817              | 100 Six                   |                        |
| 79                     | 5.1   | 6.5   | 9.2   | 15.1     | H.                              | 7-1.25  | 7-1.25      | 110                    | 5.20-12   | I.C.                           | I.C.    | 5 10      | 3 6.25       | 80                 | 432              | Berkeley 3-cyl.           |                        |
| 114                    | 4.3   | 5.9   | 9.6   | —        | H.                              | 7-1.25  | 7-1.25      | 110                    | 5.20-12   | I.C.                           | I.C.    | 5 10      | 3 6.25       | —                  | 442              | Berkeley B95              |                        |
| 142                    | 4.3   | 5.9   | 9.6   | —        | H.                              | 7-1.25  | 7-1.25      | 110                    | 5.20-12   | I.C.                           | I.C.    | 5 10      | 3 6.25       | 105                | 459              | Berkeley B105             |                        |
| 143                    | 3.7   | 5.0   | 7.7   | 12.5     | H.V.S.                          | 11.25-1.87  | 11.12-1.87  | 265                    | 6.00-16   | I.Tor.                         | Tor.    | 8 1.5     | 4 8.75       | 135                | 3,100            | BMW 507                   |                        |
| 220                    | 3.7   | 4.8   | 5.7   | 8.1      | H.V.S.                          | —   | —           | —                      | 6.70-15   | I.C.                           | I-E     | 8 6       | 4 11         | 137                | —                | Chevrolet Corvette        |                        |
| 285                    | 4.0   | 5.0   | 6.4   | 9.1      | H.D.                            | 10.25   | 10.25       | 536                    | —         | I.C.                           | I.Tr.   | 7 7       | 3 10.5       | —                  | 2,750            | Cooper Monaco             |                        |
| 150                    | 3.6   | 4.4   | 6.2   | 10.5     | H.D.                            | 10.5  | 10          | —                      | 5.50-15   | I.C.                           | I-E     | 7 8       | 4 2          | 120                | 2,950            | Daimler Dart              |                        |
| 91                     | 4.5   | 5.8   | 6.7   | 15.6     | H.                              | 10-1.75   | 9-1.37      | —                      | 145-400   | I.Tr.                          | I.Tor.  | 7 0       | 4 0          | 102                | 1,229            | DB Rallye                 |                        |
| 144                    | (3.5)   | 5.0   | 7.9   | 10.9     | H.                              | —   | —           | —                      | 6.40-15   | I.Tor.                         | I.Tor.  | 6 10.75   | 4 3.5        | 115                | —                | Denzel Sport 1500         |                        |
| 120                    | (3.7)   | 5.1   | 8.2   | 13.5     | H.                              | 9-1.75  | 8-1.5       | 160                    | 5.20-14   | I.C.                           | C       | 7 6       | 4 2          | 98                 | —                | Elva Courier              |                        |
| 201                    | 4.9   | 6.2   | 7.8   | 12.9     | H.                              | 10 2.25   | 9-1.75      | 240                    | 5.00-15   | I.C.                           | I.C.    | 7 8       | 3 10.5       | 120                | —                | Elva Mk. 4                |                        |
| 91                     | 3.6   | 5.4   | 8.3   | 16.0     | H.                              | —   | —           | —                      | 5.60-15   | I.Tor.                         | I.C.    | 7 10.5    | 4 2.75       | 100                | —                | Enzmann Super 1300        |                        |
| 172                    | 3.3   | 4.6   | 6.5   | 11.4     | H.D.V.S.                        | 12  | 11.5        | 572                    | 6.70-15   | I.C.                           | I-E     | 8 8.75    | 4 9          | 140                | 3,150            | Facel Vega HK500          |                        |
| 232                    | 4.6   | 6.6   | 11.2  | 19.4     | H.                              | 7-1.25  | 7-1.25      | 110                    | 5.60-13   | I.C.                           | I-E     | 6 9       | 4 1          | 75                 | 503              | Fairthorpe Electron Minor |                        |
| 325                    | 4.6   | 6.3   | 9.6   | 16.7     | H.D.I.                          | 11  | 10 2.25     | 283                    | 5.60-13   | I.C.                           | C       | 6 10      | 4 0          | 115                | 807              | Fairthorpe Electron Mk. 2 |                        |
| 5                      | 3.7   | 4.6   | 6.2   | 9.3      | H.                              | 14-2.5  | 14-2.5      | 460                    | 6.00-16   | I.C.                           | I-E     | 8 6.25    | 4 5.25       | 150                | 4,200            | Ferrari 250 GT            |                        |
| 76                     | 3.4   | 4.3   | 7.6   | 8.4      | H.D.                            | 14-2.5  | 14-2.5      | 440                    | 6.50-16   | I.C.                           | I-E     | 8 6.25    | 4 2.25       | 162                | —                | Ferrari 410               |                        |
| 155                    | 4.3   | 5.9   | 9.0   | 14.5     | H.                              | 9.7 2.12  | 9.7 2.12    | 254                    | 6.00-16   | I.C.                           | I-E     | 7 8.1     | 4 0.5        | 90                 | 1,030            | Ferrari 196               |                        |
| 155                    | 3.4   | 4.7   | 7.1   | 11.6     | H.                              | 11-2.25   | 11-2.25     | 315                    | 5.20-14   | I.C.                           | D.D.Tor | 8 3       | 4 5.5        | 130                | 2,500            | Fiat 1200 Spyder          |                        |
| 141                    | 4.6   | 6.3   | 9.2   | 15.2     | H.                              | 7-1.25  | 7-1.25      | 110                    | 5.20-10   | I.C.                           | I.C.    | 5 8       | 4 0.25       | 80                 | 450              | Frazier Nash              |                        |
| 162                    | 4.5   | 5.9   | 7.6   | 16.4     | H.D.V.S.                        | 12  | 12-1.75     | —                      | 185-400   | I.C.                           | I.C.    | 7 10.5    | 4 3.5        | 118                | —                | Friskysprint              |                        |
| 14                     | 3.5   | 4.3   | 6.2   | 10.6     | H.D.V.S.                        | 12  | 12          | 552                    | 6.00-16   | I.Tor.                         | I-E     | 8 6       | 4 3.6        | 125                | 1,292            | Grégoire Sport            |                        |
| 14                     | (3.2)   | 4.1   | 4.9   | 7.2      | 12.2                            | H.D.V.S.  | 12          | 12                     | 552       | 6.00-16                        | I.Tor.  | I-E       | 8 6          | 4 3.6              | 140              | 1,457                     | Jaguar XK150 Coupé     |
| 110                    | (2.8)   | 3.5   | 4.8   | 7.0      | 12.0                            | H.D.V.S.  | 11.25       | 11.25                  | 509       | 6.40-15                        | I.C.    | I-E       | 8 9          | 4 3.9              | 124              | 1,910                     | Jaguar XK150S Roadster |
| 70                     | 4.1   | 6.4   | 9.7   | 16.7     | H.                              | 9 2   | 9-2         | 226                    | 155-15    | I.C.                           | I-E     | 8 8.25    | 4 3.25       | 92                 | 1,590            | Jensen 541R               |                        |
| 327                    | 3.5   | 4.9   | 7.1   | 10.7     | H.D.                            | 12  | 12          | 552                    | 165-400   | I.C.                           | D.D.I-E | 8 3.2     | 4 6          | 118                | 2,610            | Lancia Appia GTE          |                        |
| 10                     | 3.5   | 4.5   | 5.8   | 7.6      | D.                              | 12  | 12          | 552                    | 6.50-16   | I.C.                           | D.D.C.  | 7 6.75    | 4 5.5        | 180                | —                | Flaminia Sport            |                        |
| 224                    | —   | —     | —     | —        | H.D.I.                          | 10-2.25   | 10-1.75     | 251                    | —         | I.C.                           | I.C.    | 7 1       | 4 0          | —                  | —                | Lister-Jaguar             |                        |
| 52                     | 5.0   | 7.5   | 11.6  | 23.5     | H.                              | 8 —   | 8 —         | —                      | 4.25-15   | I.Tr.                          | I.C.    | 6 6.75    | 3 7.38       | 75                 | —                | Lola Climax               |                        |
| 141                    | 4.6   | 6.2   | 10.1  | 16.5     | H.D.                            | 9.5   | 9.5         | 358                    | 4.90-15   | I.C.                           | I.C.    | 7 4       | 3 11         | —                  | 1,300            | Lloyd Alexander Frua      |                        |
| 314                    | 4.2   | 5.2   | 7.0   | 10.5     | H.D.                            | 9.5   | 9.5         | 358                    | 5.50-15   | I.C.                           | I.C.    | 7 4       | 4 0          | —                  | —                | Lotus Elite               |                        |
| 96                     | 4.8   | 8.4   | 15.4  | —        | H                               | 9-1.75  | 9-1.25      | 170                    | 4.50-15   | I.C.                           | C       | 7 2       | 3 11         | 77                 | 690              | Lotus Fifteen             |                        |
| 250                    | 4.2   | 5.2   | 7.0   | 10.3     | H.D.                            | 9.5   | 9.5         | 170                    | 5.00-15   | I.C.                           | I.C.    | 6 10      | 3 9          | —                  | —                | Lotus Seven               |                        |
| 295                    | 4.4   | 5.5   | 6.8   | 8.9      | H.                              | 12.5 1.5  | 12.5 1.5    | 238                    | 6.00-16   | I.C.                           | D.D.Tr. | 7 2.6     | 4 1          | 162                | —                | Lotus Seventeen           |                        |
| 30                     | 4.2   | 5.0   | 6.1   | 8.9      | H.                              | 13.75 2.87  | 13.75 2.875 | 496                    | 6.00-16   | I.C.                           | D.D.Tr. | 7 7       | 4 4.5        | 174                | —                | Maserati 200S1            |                        |
| 374                    | 2.7   | 3.5   | 3.8   | 4.9      | 8.0                             | —   | —           | —                      | 7.00-16   | I.C.                           | D.D.Tr. | 7 10.5    | 4 4.5        | 186                | —                | Maserati 250S             |                        |
| 349                    | 3.5   | 4.9   | 6.0   | 8.1      | H.                              | 12 2  | 12 2        | —                      | 6.50-16   | I.C.                           | I-E     | 8 6.5     | 4 6.75       | 145                | —                | Maserati 300S             |                        |
| 92                     | 3.6   | 5.1   | 7.2   | 12.2     | H.V.S.                          | 10.25 3.5   | 10.25 3.5   | 450                    | 6.70-15   | I.C.                           | I.C.    | 7 10.5    | 4 9          | 150                | 3,750            | Maserati 450S             |                        |
| 245                    | 4.3   | 5.9   | 9.5   | 15.6     | H.                              | 10-1.75   | 10-1.75     | 220                    | 5.60-15   | I.Tr.                          | I-E     | 7 10      | 3 11.5       | 100                | 663              | Maserati 3500 GT          |                        |
| 179                    | 4.3   | 5.9   | 9.5   | 15.6     | H.                              | 8.62  | 8.62        | —                      | 5.90-15   | I.C.                           | I-E     | 7 10      | 3 11.5       | 114                | 843              | Mercedes 300SL            |                        |
| 88                     | 5.1   | 7.5   | 11.1  | 19.0     | H.                              | —   | —           | —                      | 5.20-12   | I.C.                           | I-E     | 7 0.75    | 3 11         | 106                | —                | M.G.A.                    |                        |
| 111                    | 4.5   | 6.3   | 11.1  | 19.2     | H.                              | —   | —           | —                      | 5.20-14   | I.C.                           | I-E     | 7 2.6     | 3 11.25      | 113                | —                | M.G.A. twin cam           |                        |
| 56                     | 4.4   | 6.3   | 17.1  | —        | H.                              | 9-1.25  | 9-1.25      | 141                    | 5.00-15   | I.C.                           | I-E     | 8 0       | 3 11         | 75                 | 498              | Moretti G.T. 750          |                        |
| 84                     | 3.7   | 5.2   | 7.4   | 12.8     | H.                              | 9-1.75  | 9-1.75      | 198                    | 5.60-15   | I.C.                           | I-E     | 8 0       | 3 11         | 100                | 645              | Moretti 1200 G.T.         |                        |
| 75                     | 4.4   | 6.5   | 10.0  | 16.5     | H.                              | 6.25 —  | 6.25 —      | —                      | 5.20-12   | I.Tr.                          | I.C.    | 6 6.75    | 3 9.5        | —                  | —                | Morgan 4/4                |                        |
| 46                     | 4.4   | 6.2   | 9.8   | 18.3     | H.                              | —   | —           | —                      | 4.40-12   | I.C.                           | I.C.    | 6 6.75    | 3 11.25      | 75                 | —                | Morgan Plus Four          |                        |
| 166                    | 5.1   | 7.0   | 10.4  | 17.3     | H.                              | —   | —           | —                      | 5.20-14   | I.C.                           | C       | 6 7.68    | 3 9.1        | 115                | —                | Nardi                     |                        |
| 201                    | 4.4   | 5.8   | 9.1   | 16.0     | H.                              | —   | —           | —                      | 5.25-15   | I.C.                           | C       | 6 7.68    | 3 9.1        | 125                | —                | NSU Sport                 |                        |
| 268                    | 4.0   | 5.0   | 6.2   | 9.0      | H.                              | —   | —           | —                      | 5.90-15   | I.C.                           | C       | 6 7.68    | 3 9.1        | 145                | —                | Osca S187 750             |                        |
| 106                    | (3.0)   | 3.7   | 4.9   | 7.4      | 12.5                            | H.D.I.  | 11          | 10-2.25                | 390       | 5.50-15                        | I.C.    | I-E.D.D.  | 7 10.5       | 4 2                | 110              | 998                       | Osca S273 1100         |
| 112                    | 3.6   | 5.0   | 7.8   | 13.7     | H.                              | 11-1.62   | 11-1.62     | 222                    | 5.60-15   | I.Tor.                         | I.Tor.  | 4 10.75   | 4 3.5        | 110                | 1,501            | Osca S372 1500            |                        |
| 112                    | 3.9   | 5.4   | 7.8   | 12.4     | H.                              | 11-1.62   | 11-1.62     | 222                    | 5.90-15   | I.Tor.                         | I.Tor.  | 4 10.75   | 4 3.5        | 125                | 2,160            | Pearless GT               |                        |
| 140                    | 4.3   | 5.5   | 7.8   | 13.7     | H.                              | 11-1.62   | 11-1.62     | 222                    | 5.90-15   | I.Tor.                         | I.Tor.  | 4 10.75   | 4 3.5        | 125                | 2,160            | Porsche 356A              |                        |



## Sporting by Nature

**W**HILE the term "sports car" escapes precise definition, there are some cars having obvious sporting characteristics or connections which are deliberately kept on the touring—rather than sporting—side of the fence, but many readers would feel this sports car issue to be incomplete without mention of them.

Three sporting vehicles made by our industry are the Alvis 3-litre, Bentley Continental and Bristol 406. The Bentley has become progressively less sporting since its introduction as a lightweight, aerodynamic coupé with manual gear box some years ago. The Bristol is in many respects a scaled-down parallel to the Bentley and, while its performance is not outstanding, its precision handling is fully in line with sports car standards. The same remarks apply to the Alvis, midway between the Bristol and the Bentley in character and engine capacity. All are built to high engineering standards and equipped for luxurious high-speed travel.

A small, sporting coupé which had its debut at the last London Show is the Oppermann Stirling, now adapted to take an Austrian Puch engine and transmission unit, to assist its penetration into the Common Market area. Of first importance among West German products is the Mercedes 190SL, a 120 b.h.p. 1.9-litre two-seater made in both open and hard-top forms, and able to exceed 100 m.p.h. quite comfortably.

The Borgward Isabella TS coupé is a development of the 1½-litre saloon, having 15 more b.h.p. under the bonnet and a maximum around 90 m.p.h. The Borgward group is also responsible for a smaller coupé on the Hansa 1100 chassis, this car having a 55 b.h.p. flat-four engine and front-wheel-drive, and a claimed top speed over 80 m.p.h.

Another fast West German is the Auto-Union 1000 coupé, with a 980 c.c., three-cylinder two-stroke engine and front-wheel drive, and a remarkable output of 55 b.h.p. Recently tested by *The Autocar* was a little Goggomobil TS 400 minia-

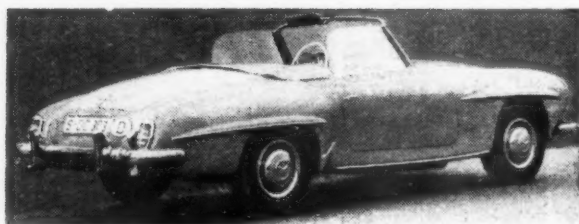
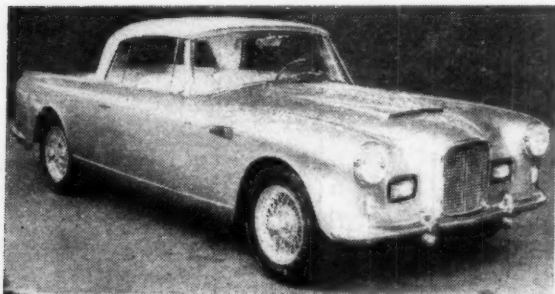
ture, which attained 60 m.p.h. and accelerated to 40 m.p.h. from a standstill in 14.1 sec. The Goggomobil has a vertical twin, two-stroke rear engine and independent suspension for each wheel.

The Swedish Volvo deserves a place in this category, although strictly a four-seater family car, because it has an outstanding performance for its class, its 1.6-litre engine developing 85 b.h.p.—the maximum speed exceeding 90 m.p.h. The Volvo is a great favourite for Continental rallies.

Among French sporting cars are the Lago-Talbot, with a vee-8 Simca engine, the Facel-bodied Simca 1300 Plein Ciel hard-top and Océane convertible, and the Renault Dauphine Gordini. The latter has an extra 8 b.h.p. over the standard saloon, and a four-speed gear box. A newcomer at the last Paris Salon was the Floride Dauphine, a smart convertible on the same basis. At Geneva, the 1.2-litre Czech Skoda Felicia was first shown, this having an output of 54 b.h.p. and a claimed maximum around 85 m.p.h.



Goggomobil TS 400

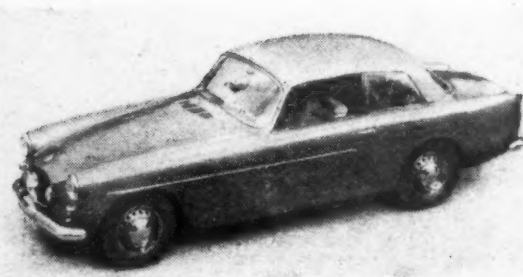


Above left: Alvis 3-litre convertible by Graber. Above right: Mercedes 190SL

Left: Bentley Continental convertible



Below left: Volvo 122 S. Below right: Bristol 406





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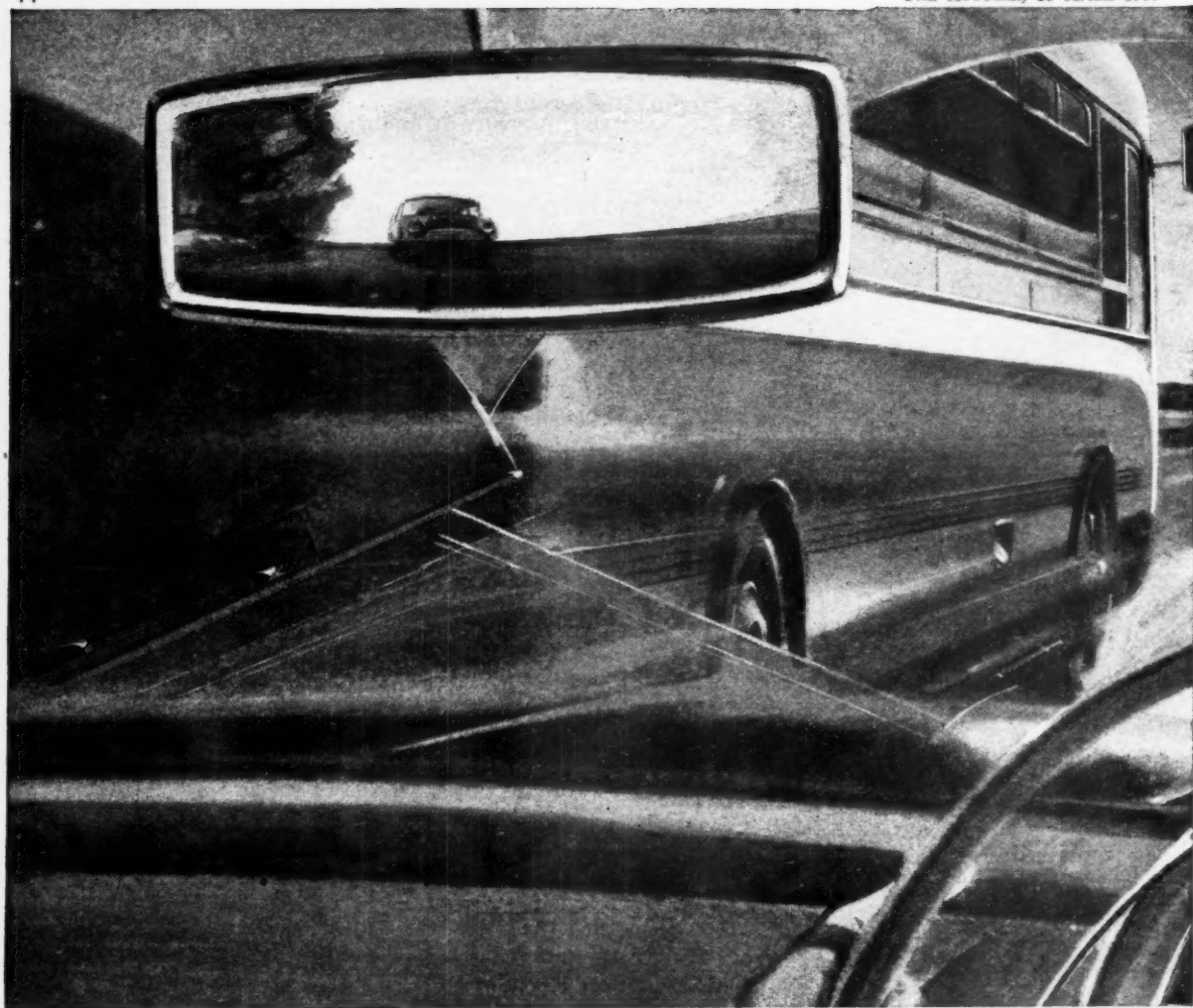
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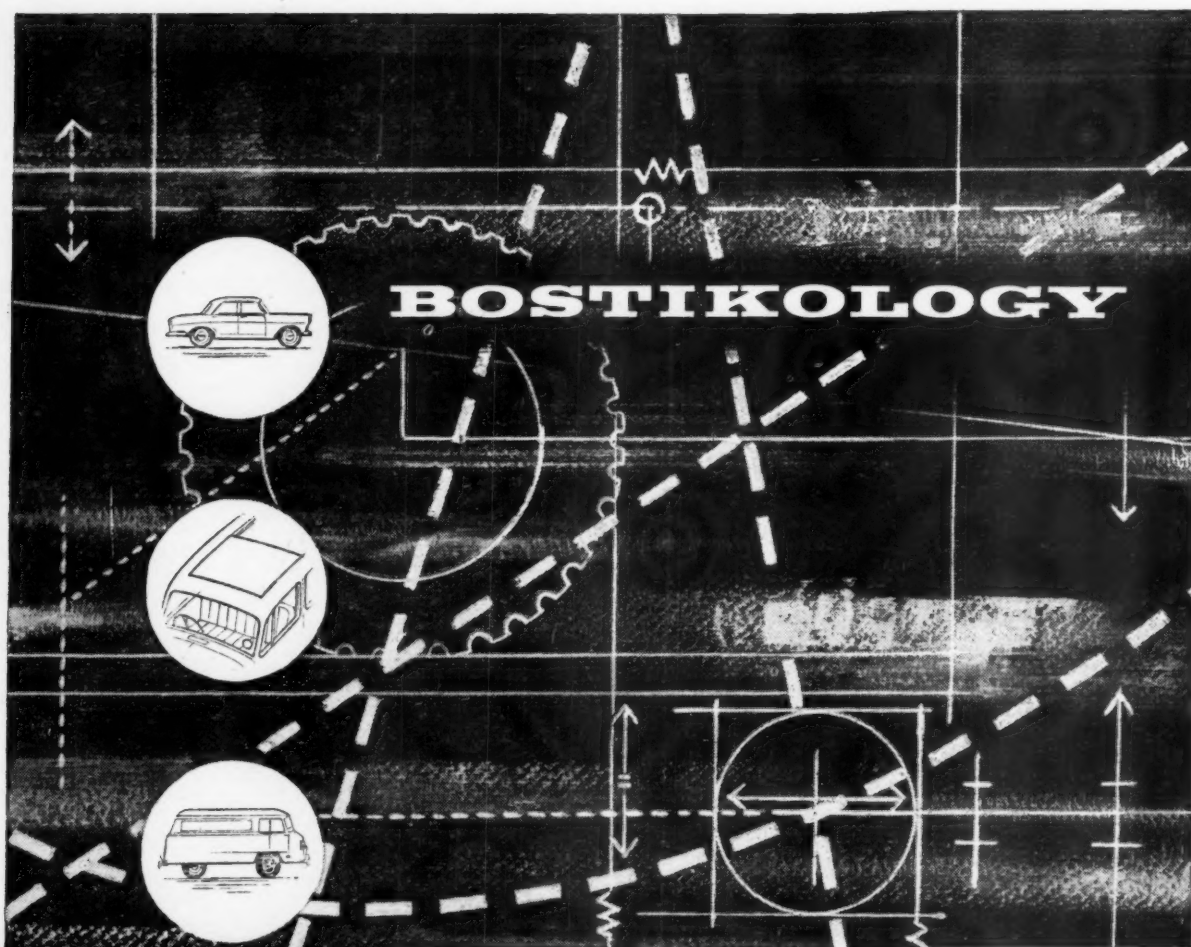
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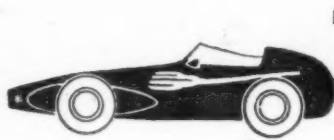
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# The Sport

C.S.I. Pronouncements  
Monte Carlo Recommendations  
Formula Junior in Britain

BY PETER GARNIER

**THE C.S.I. FORGATHERED** at Geneva on the ninth and tenth of last month—with this country unrepresented for the very good reason that the meeting was called at only ten days' notice, and not a month, as the constitution demands.

The meetings were held chiefly to revise Appendixes C and J of the International Sporting Code, because, the C.S.I. feels, it is high time they put an end to the thinly disguised racing cars that have been appearing in sports car events. Sports cars, they feel, should be prototype *Gran Turismo* production machines. From the beginning of next season, the engine capacity classes for sports cars will be the same as those for Touring and Grand Touring cars, and will be as follows: (these classes, therefore, will apply to both Appendix C and J):

| Class                  | Class                   |
|------------------------|-------------------------|
| 1. Up to 400 c.c.      | 5. 1,500 to 1,600 c.c.  |
| 2. 400 to 500 c.c.     | 10. 1,600 to 2,000 c.c. |
| 3. 500 to 600 c.c.     | 11. 2,000 to 2,500 c.c. |
| 4. 600 to 700 c.c.     | 12. 2,500 to 3,000 c.c. |
| 5. 700 to 850 c.c.     | 13. 3,000 to 4,000 c.c. |
| 6. 850 to 1,000 c.c.   | 14. 4,000 to 5,000 c.c. |
| 7. 1,000 to 1,150 c.c. | 15. Over 5,000 c.c.     |
| 8. 1,150 to 1,300 c.c. |                         |

From the beginning of next year the capacity classes laid down in Articles 202 and 203 in the International Sporting Code will be used only for record breaking. They will be removed from Appendix C and put into Appendix D (Record Regulations).

In addition, the following rules governing coachwork will apply both to Sports and Grand Touring cars: The minimum total width for cars up to 1,000 c.c. will be 100cm; for cars of over 1,000 c.c. it will be 110cm. Windscreen dimensions have been altered; again, taking the two engine sizes in the previous sentence, the windscreen width for the smaller category must be at least 90cm, and for the larger, at least 100cm. The minimum height for all classes must be 25cm. The rear window must measure at least 50cm wide by 10cm high.

The luggage compartment must consist of a "space forming an integral part of the coachwork, and covered in, capable of holding at least a *parallèlepède* of 65 by 40 by 20cm, as well as the spare wheel, tool kit and, where applicable, the folded-down hood.

Fuel tanks are to be governed by the engine capacity, and the tank capacity goes according to the following scale:

|  |
|--|
| Up to 1,000 c.c., 60 litres (13½ gallons).     |
| 1,000 to 1,500 c.c., 80 litres (17½ gallons).  |
| 1,500 to 2,000 c.c., 100 litres (22½ gallons). |
| 2,000 to 3,000 c.c., 120 litres (26½ gallons). |
| Over 3,000 c.c., 140 litres (31 gallons).      |

The rim diameter of front and rear wheels must be identical, but it will be permitted to fit larger-section tyres at the rear. The foregoing rules are applicable to both Sports and Grand Touring cars, but, for Sports cars, there are further special regulations: Minimum ground clearance, ready to race, with tanks filled and driver on board, must be 13cm, and the minimum steering lock, 6m 50cm (a turning circle of 42ft 7in). Finally, a duplicated braking system is compulsory consisting of twin master cylinders worked by the same pedal. So, the

ground clearance and turning circle demands which were introduced by the A.C.O. for Le Mans last year (and subsequently turned down as the A.C.O. had no right to impose them) have now crept into the official regulations.

And, as if this lot were not enough, there is to be a complete reshuffle of Appendix J (governing Touring cars). To the everlasting relief of a great many people, the controversial Groups 2 and 5, defining modified Touring and Grand Touring cars, have been omitted. There are to be, from the beginning of next year, only four groups: 1, Normal Production Touring. 2, Special Touring (called Competition Touring). 3, Normal Production Grand Touring. 4, Special Grand Touring or Sports Cars. Touring cars which have been modified beyond the limits permitted by Groups 1 and 2 may pass into Groups 3 and 4, according to the work done (this sounds vague enough to promise all manner of difficulties in the future!). Touring cars, the C.S.I. says, with coachwork modifications go to Group 3, and those with mechanical and coachwork modifications, to Group 4. And, finally, the requirements for Appendix J Group 4 cars are laid down in Appendix C.

As yet, all this is not law; the recommendations are to be put before the F.I.A., when it meets on 19 May—as will be the recommendations of the C.S.I. delegates resulting from the Monte Carlo meeting earlier next month, so that, this time, there will not be the customarily long period before confirmation takes place. The only snag, of course, is that the C.S.I. delegates have not (at the time of writing) received the minutes of the Geneva meeting—very necessary if they are to discuss all this when they meet at Monte Carlo.

Another decision taken at Geneva was to form a committee to inspect the European circuits. The following are expected to serve on this committee: President: Piet Nortier, of Holland. Vice-President: Fritz Cristen (of Switzerland; here we go again—Switzerland's government has banned racing, and they have no circuits). Members (the following drivers' names were put forward, subject to approval): Kling (Germany), Gendebien (Belgium), Trintignant (France), Taruffi and Banti (Italy), Chiron (Monaco). Because of the absence of any British delegates, no British drivers have, as yet, been nominated.

**IN THE HOPE** of putting an end to all the controversies and anomalies that arise each year down in Monte Carlo, when the Rally is over, the R.A.C. called a meeting this week of the competition managers, and representatives of the important clubs concerned. Present were Norman Garrad, of Rootes; Marcus Chambers, of B.M.C.; "Eddy" Fabress, of Fords, and Ken Richardson, of Triumphs; in addition, Jack Kemsley represented the Monte Carlo Rally British Competitors' Club, which does so much

to help people from this country, and D. O'M. Taylor and "Cutie" Harrison represented the British Trials and Rally Drivers' Association. Dean Delamont and Stanley Barnes were also present, and Lord Howe presided.

The idea of the meeting was to agree upon and put forward to the organizers a series of suggestions, some desirable in International rallies as a whole, and some particularly applicable to the Monte Carlo Rally itself; all, however, could be applied to the Monte, with considerable advantage. Among them were the following:

That the Monte regulations should be published at least 12 weeks before the "off," and at least six before the closing date for entries; it was also stressed that the regulations needed completely re-writing and not modifying each year. The question of whether there should be several starting points, or a single point as has been adopted for the Tulip this year, was discussed at length. It was finally decided that a single point would be preferable—except, possibly, from the point of view of public appeal. If several points were to be retained, it was agreed by everyone that the converging routes should be as short as possible and run at relatively low average speeds—say, 75 per cent of the common route average—in order that things should be as fair as possible.

The common—and competitive—route should last for 48 hours, and must contain the high average speeds and difficult sections. The classification test should be included in this common route, and should be used only to decide ties. For example, if five cars tied on the common route, with no loss of marks, their performance over the classification test would sort out their positions. It was stressed that, however they fared on the classification test, they would still occupy the first five places. The case was quoted when, in 1958, nine cars reached Monte Carlo unpenalized at the end of the road section, and five cars did the same this year. Yet in neither case did any of these cars finish high up in the final results. It was agreed by everyone that it was highly undesirable to continue the present system of arriving at Monte at the end of the road section, and then setting out again on the classification test.

It was agreed that a limit of 240 cars would be much easier to handle than the present 350 limit, and that the procedure at controls must put the responsibility of stamping route cards entirely in the hands of the competitors themselves. In order that everyone should understand the Printogines stamping clocks, there should be one available for demonstration at the initial scrutineering. A particularly sound idea was that every competitor should receive a copy of the organizers' instructions to control officials. It was even suggested that the organizers should follow the example set by the Acropolis Rally, and hand each competitor a card giving his score and position at each control. It was particularly emphasized that every competitor should be given a result sheet

# The Sport

showing exactly where he had lost marks, and that the protest period should not start until every competitor had this information.

On the subject of the number of people carried in each car—over which much controversy arose this year—it was suggested that those people competing in the European Rally Championship should carry only two. Those who were going to Monte for the ride could carry more if they wished. Instead of the present highly unsatisfactory method of operating secret controls, it was agreed that no time of passage was to be recorded anywhere but on the competitors' own route cards.

These, and other, extremely valuable suggestions—most of which, incidentally, tied up exactly with those put forward by the M.C.R.B.C.C. and the B.T. and R.D.A.—are to be passed on to the organizers in a friendly and helpful spirit, in the hope of making the Rally fairer to all. As is now known, the French manufacturers have withdrawn their support from the event and, if the organizers were to pay no attention to the British suggestions, it might very well be that the British manufacturers would do likewise.

**TO RETURN NOW** to Nairobi and the Coronation Safari (reported in detail elsewhere in this issue), the bleak facts are as follows—and they seem to give rise to a very important question of principle: The Riley was prepared by the B.M.C. Competition Department at Abingdon and we entered it in good faith. Now, as I understand it, the Form of Recognition defines the standard product, i.e., the Category 1 Group 1 Normal Series Touring Car. Any departure (or advance) from this basic specification that is not covered in the definition of the standard product (laid down in the International Sporting Code) must necessarily put the car up into Group 2—or, perhaps, Group 3, for which there is no provision in this Rally. Again, as I understand it, the Form of Recognition is sent to the R.A.C. when 1,000 identical cars have been produced; the R.A.C. then satisfies itself that this is so, approves it, and forwards it to the F.I.A. in Paris. Should any optional extras be produced for the basic car—as will more than likely be the case—they are listed on the F. of R. when 1,000 cars have been equipped with them. The amended F. of R. is then approved by the R.A.C. and forwarded in the same manner.

The Riley was not, in fact, a factory entry, but was entered by the Tanganyika B.M.C. distributors, Benbros Motors of Dar-es-Salaam, and was shipped off to Nairobi ready to start. That was where I first saw it. The Safari is traditionally for absolutely standard, production saloons, as shown in the showrooms—without, even, a sump-guard if this item is not listed as an optional extra and available in East Africa. Not unnaturally, therefore, the organizers—the Royal East African Automobile Association—took exception to the Riley's list of extras on the Form of Recognition, and understandably excluded the car.

There was a great deal of to-ing and fro-ing with telegrams between Nairobi, Abingdon, and London—until the

R.E.A.A. agreed to admit the car subject to confirmation from Mr. Schroeder of the F.I.A. Schroeder, however, said flatly (on the telephone from Paris) that few, if any, of the items listed on the F. of R. were eligible. Short of carrying out a major rebuild, that was that. The organizers were sporting enough to suggest that they themselves would set to work on the car and return it to standard—one of the committee offering, even, to put his own mechanics at our disposal. For various reasons, I had to decide, with only 48 hrs to go, to follow the rally rather than, possibly, compete.

Now, on previous occasions, in *European rallies*, extra items listed on the Form of Recognition have been permitted, without the car being upgraded into a higher class: Why Schroeder, on other occasions, should have allowed them has yet to be discovered.

**TWO FERRARIS** have been entered for the B.R.D.C. Silverstone International Trophy Race on 2 May; drivers will be Tony Brooks and Phil Hill. Incidentally, Tony Brooks—fully signed-up Ferrari driver for 1959—was saying last weekend that so far he has never driven a Ferrari of any sort whatever!

And—just as we closed for press—the news came through that a further two Ferraris (drivers Behra and Brooks) are to appear in the International Aintree 200 Race, to be run by the B.A.R.C. on Saturday, 18 April.

**TOMORROW COMES** the B.R.D.C.'s British Empire Trophy race, 21st in the series, to be held at Oulton Park; the race itself is one of a programme of events that starts at 1.15 p.m. This year the event is for single-seater racing cars of formula 2 (1,500 c.c., unsupercharged), instead of for sports cars as has been the case during the past few years, and the entry list is made up of eight Lotus and 19 Cooper variants; race distance is approximately 108 miles—40 laps of the circuit. Drivers taking part will include Graham Hill, Innes Ireland, Jack Brabham, Bruce McLaren, Ivor Bueb, Alan Stacey, Roy Salvadori, George Wicken, Jack Fairman—in fact, with the exception of Stirling Moss and Tony Brooks, just about all the foremost British drivers.

Supporting events will be a 20-lap (55-mile) race for sports cars over 1,500 c.c. (unlimited, in fact), the entry list for which includes Ivor Bueb (Lister-Jaguar), Bruce Halford (Lister-Jaguar), Graham Hill (Lotus), Roy Salvadori (Cooper-Maserati), Graham Whitehead (Aston Martin DBR1), Jack Brabham and Jim

Russell (Coopers), Michael Anthony (Lister-Corvette), Ron Flockhart (Lister-Jaguar) . . . and a whole lot more distinguished names, bringing the total up to 27. In addition, there is to be a 20-lap race for sports cars up to 1,500 c.c., with Lotus, Cooper, Elva, Tojeiro, and Lola represented, and a formula 3 (500 c.c.) event over the same distance.

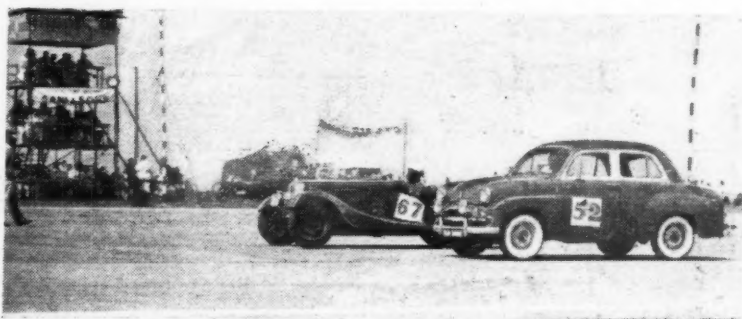
In the programme *Grandstand*, on Saturday, B.B.C.-TV viewers will be able to watch bits of the up-to-1,500 c.c. sports car race and the Empire Trophy itself. Commentators will be Robin Richards, with John Bolster attending to the pit area.

**FULL DETAILS** of the cheap air trips to Continental G.P. events, organized by John Webb and Alan Foster for the B.A.R.C., can be obtained from Britavia Travel, Silver City House, 62 Brompton Road, London, S.W.3. Races covered are the Syracuse, Monaco, French, German, Portuguese, Italian, Moroccan, and United States Grands Prix; as an example of the price of these outings, the day flight to Monaco, on 10 May, costs £25 return.

**SEBRING AFTERTHOUGHTS:** For the record, the speed of the winning Ferrari was given as 80.25 m.p.h.—a correction has now been issued, making this 81.466 m.p.h.; the record winning speed still stands to the Peter Collins-Phil Hill Ferrari, which averaged 86.66 m.p.h. last year. And Cliff Allison has now been credited with fastest lap (3min 21.6sec, in contrast with the 3min 22.4sec, with which, in the official results, Jean Behra was originally credited as fastest lap). The lap record, of course, still stands to Stirling Moss' DBR1-300 Aston Martin—3min 20sec (93.6 m.p.h.), established last year.

**BUGATTI CLUB** members' practice weekend normally brings to light the results of winter tuning, and was more enlivened this year, on 4-5 April, by a Regional Competition which had television coverage by the B.B.C. There were five cars in each team, and Southern region scored a great victory. A single-carburettor Lotus Elite, driven by Michael Christie, was astonishingly fast and put up a better time than a 300SL, two Alfa-Romeo Giuliettas and a 3.4 Jaguar.

Patricia Burt's 1½-litre Cooper was also very quick, and her time of 45.5sec was beaten only by David Boshier-Jones and Tony Marsh. Another rapid climb was made by a very un-Dagenham-like Ford Popular, driven by A F Rivers-Fletcher.



Motor racing in Madras: This Alexander-converted Standard Ten finished second to the Morgan





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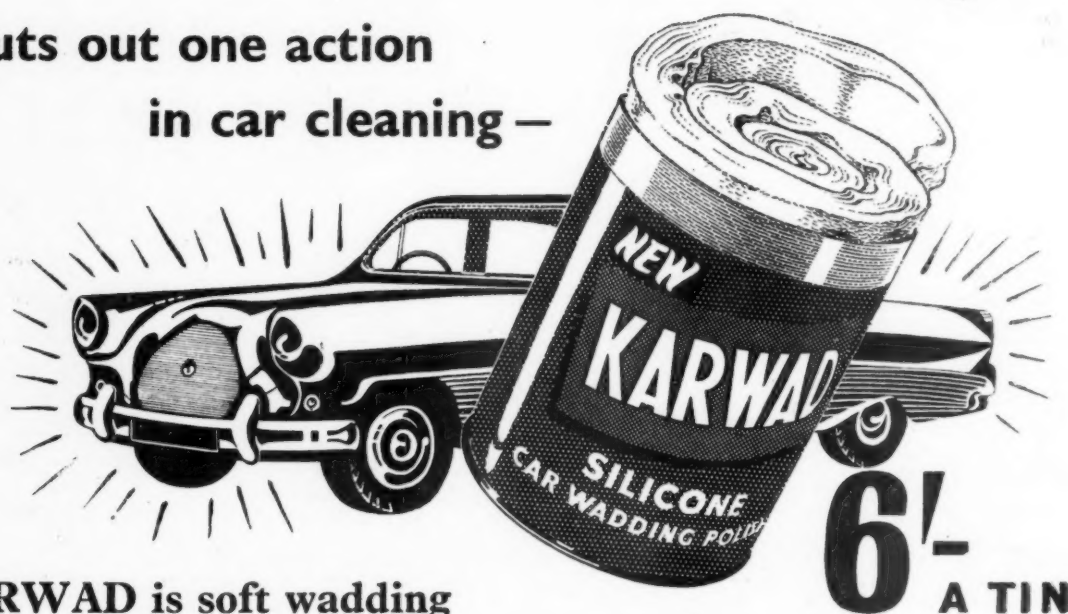
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L.M.B. suspension, a Marshall blower and 2 Amal carburettors had a great deal to do with this deceptive car's performance. New bodywork on Reg Phillips' supercharged 1½-litre Climax-engined Fairley makes the car look like a six-seater, and from immediately behind the driver cannot be seen at all.

A great deal of work had been done on the hill during the winter by the Club, and the moving of the Bugatti gate from the top of the hill into the paddock has been much appreciated; the gate is now set between Cotswold stone pillars close to the timing hut. Following the Regional Competition, members were able to carry on with their usual practice runs which continued for the remainder of Saturday and all Sunday. The results of the Regional competition were as follows:

**South:** Cooper 1,460 c.c. (Miss P. Burt), Lotus Elite 1,200 (M. Christie), Ford Popular 1,172 (A. F. Rivers-Fletcher), AC Ace Bristol 1,971 (K. Rudd), Cooper 1,100 (D. Good), 12 points.  
**Midlands:** Cooper 999 (T. Norion), Alfa Romeo Giulietta 1,290 (M. Trimble), Renault Dauphine 845 (J. Parkin), Lotus mark VII (E. Lewis), Cooper 1,100 (T. Marsh), 8.

**West:** Cooper 1,500 (G. Keylock), Jaguar 3,442 (H. Shepherd), Austin A.35 (D. Richmond), Morris 1957, 1,086 (W. Cleave), Cooper 1,100 (D. Boshier-Jones), 6.

**North:** Fairley 1,460 (R. Phillips), 300SL Mercedes-Benz 2,996 (J. Broad), Austin A.35 948 (R. Linley), MGA 1,489 (A. Griffiths), Cooper 1,100 (M. Hutton).

**East:** Cooper 500 (Pauline Brock), Jensen 541 5,993 (D. Shale), Standard 948 (P. Mitchell), AC Bristol 1,971 (D. Monro), Cooper 1,100 (R. James), 0.

**A FILM SHOW** of very considerable interest is being put on by the Epping Forest Motorsport Association at the Kensington Town Hall, London, W.8, on Tuesday, 28 April. The programme will include the first presentation of a new colour film, *Moroccan G.P. at Casablanca, 1958*, which is shown as a tribute to Mike Hawthorn and Stuart Lewis-Evans: *Le Mans 1958* will also be shown, as well as the quite remarkable Shell Petroleum production, *Alpine Rally 1958*; this film, incidentally, was shown at Nairobi recently to competitors in the East African Coronation Safari, and it impressed them all tremendously. A German propaganda film showing Mercedes-Benz and Auto-Union supremacy during the 1937 season will also be shown, together with one of the British Grand Prix in 1949, and the R.A.C.'s *Highway East*.

Tickets for this show cost 5s each, and can be obtained from Stephen Wright, 203, High Road, Loughton, Essex.

**ITALY'S FORMULA JUNIOR**, which received F.I.A. approval late last season, seems to be taking a hold in this country. The cars, it will be remembered, are single-seaters fitted with ordinary, production car engines—like those which power the Morris Minor, Standard Ten and Ford Anglia and Prefect. The cars must have fully exposed wheels, and the brakes and gear boxes must originate from an F.I.A.-homologated touring car. Engine capacity must be of up to 1,100 c.c. or 1,300 c.c., the minimum weight for the smaller capacity being 7cwt, and 8cwt for the larger. These weights, incidentally, include electric starter, fuel and water.

The first Formula Junior car to be developed in this country is the Moorland Junior, which is powered by a 948

c.c. B.M.C. A Series unit (ex-Morris Minor). It is built by Moorland Cars, of 518, Lady Margaret Road, Southall, Middlesex. Frank Nichols, too (of Elva fame), is producing a Formula Junior car, and there are reports of others being built in the Midlands.

These cars are to make their first appearance at the B.R.S.C.C. Snetterton meeting on 19 April.

**THIS SUNDAY**, for the first time, there is to be a 12-hour event on the Monza track for Touring and Grand Touring cars in the following two classes—up to 500 c.c., and from 500 to 750 c.c.; the complete 10km circuit will be used, including the road circuit and the high-speed, banked track. Practice takes place today, Friday, and tomorrow from 9 a.m. to 12 noon and from 3 p.m. to 5.30 p.m. A maximum of 60 cars will be admitted, and a grid start will be used. The winner—that is, the car covering the greatest distance during the 12 hours—will be awarded the Alberto Ascari Trophy, presented by the Shell Petroleum company, and there will be prizes in both the Touring and Grand Touring categories totalling 5,060,000 lira in each case . . . nearly £3,000.

Because of this, Stirling Moss' testing of the Cooper-B.R.M. at Monza has had to be postponed.

**IN KEEPING** with his predilection for a rear-engined layout, John Cooper is in the process of building what promises to be an extremely interesting car. He has fitted a 1,220 c.c. Coventry-Climax unit (as used in the Lotus Elite) to a Renault Dauphine; to compensate for the extra weight at the rear, the radiator has been fitted at the front—necessitating a bit of refashioning to the original Dauphine coachwork. With an output of 76 b.h.p. (giving a figure of 110 b.h.p. per ton) in place of the Dauphine engine's output of 30 b.h.p., it should have an impressive performance; disc brakes are being fitted to cope with the increased performance, and modifications have been carried out to the suspension and transmission, the original gear box having been replaced.

**THERE IS TO BE** an additional open-to-the-public meeting at Brands Hatch this season—the Martini Trophy, on Saturday, 25 April; it will be run jointly by the Aston Martin Owners' Club and the Jaguar Drivers' Club. The programme starts at 12 noon, and features nine races, totalling 60 laps of the 1.24-mile circuit. Entries, which have only just started to come in, include John Bekaert's Lister-Jaguar and Sir Gawaine Baillie's 3.4. The main event will be the Martini-Aston Martin-Jaguar Trophy, which will be limited to six Aston Martins and six Jaguar-engined cars.

## Highland Rally 27-30 March

**Outright Winner:** M.G. TF (J. Morrison); class 1, up to 1,000 c.c.: 1, Morris (J. McInnis); 2, Standard (R. Beattie); 3, Standard (E. Hodgson); class 2, 1,001 to 1,600 c.c.: 1, Sunbeam (R. Crawford); 2, Austin-Healey (J. Dodds); 3, M.G. (C. Paterson); class 3, 1,601 c.c. and over: 1, Aston Martin (T. Coia); 2, Jaguar (T. Paton); class 4, 1,600 c.c. and over: 1, Austin-Healey (G. Kirkham); 2, MGA (T. Currie); class 5, 1,601 c.c. and over: 1, Morgan (Mrs. E. Mayman); 2, Morgan (K. Spurock); 3, Triumph (I. Brown); class 6, up to 1,500 c.c.: 1, M.G. TF (J. Morrison); class 7, 1,501 c.c. and over: 1, Triumph (A. Smith); 2, Austin Champ (H. Turner).

Club News and Regulations Received held over due to shortage of space.

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| Aceca-Bristol             | 1,700 |                              |       | Mark VIII             | 1,219 |
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| 1300 Giulietta            | 1,278 | One-O-Four                   | 1,596 | Mark IX               | 1,329 |
| Giulietta TI              | 1,395 | Majestic                     | 1,662 | (automatic)           | 1,441 |
| Giulietta Spyder          | 1,498 | DK 400A                      | 2,976 | XK 150 hardtop        | 1,175 |
| Giulietta Veloce          | 1,848 | DK 400B                      | 3,062 | Gold Top engine       | 1,457 |
| Sprint Speciale           | 2,368 | Hooper Limousine             | 4,385 | (automatic)           | 1,303 |
| 2000                      | 1,998 |                              |       | Special equip. model  | 1,292 |
| 2000 Spyder               | 2,195 | <b>D.B.</b>                  |       | Convertible           | 1,195 |
| <b>ALLARD</b>             |       | Rally HBR5                   | 1,299 | Gold Top engine       | 1,477 |
| Palm Beach                | 1,300 | <b>DELLOW</b>                |       | <b>JENSEN</b>         |       |
| Gran Turismo              | 1,700 | Mark VI                      | 575   | 541                   | 1,435 |
| <b>ALVIS</b>              |       | <b>D.K.W.</b>                |       | 541 de luxe           | 1,750 |
| 3-litre                   | 1,995 | Fixed-head                   | 792   | 541R                  | 1,910 |
| Convertible               | 2,195 | Four-door                    | 836   | Interceptor           | 1,800 |
| <b>AMBASSADOR</b>         |       | Universal estate car         | 869   | <b>LANCIA</b>         |       |
| Super 4-door              | 1,630 | 1000 fixed-head              | 875   | Appia G.T.E.          | 1,590 |
| Estate Car                | 1,725 | Two-seater Sports            | 1,470 | Farina Coupé          | 2,540 |
| Custom 4-door             | 1,700 | <b>DODGE</b>                 |       | Flaminia              | 2,420 |
| Country estate car        | 1,795 | Custom Royal                 | 2,040 | Flaminia Zagato       | 2,610 |
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| (automatic)               | 1,195 | <b>FACEL VEGA</b>            |       | <b>LLOYD</b>          |       |
| Star Sapphire             | 1,763 | HK 500 hardtop               | 3,150 | LP600                 | 396   |
| Sapphire 346 limousine    | 1,910 | (automatic)                  | 2,980 | LC600 Cabrio          | 427   |
| <b>ASTON MARTIN</b>       |       | <b>FAIRTHORPE</b>            |       | LS600 Combi           | 405   |
| DB Mk. III                | 2,050 | Atomota                      | 447   | <b>LOTUS</b>          |       |
| (automatic)               | 2,200 | Electron Minor               | 503   | Seven                 | 690   |
| Special series            | 2,120 | Electron Mk. II              | 807   | Elite                 | 1,300 |
| Convertible               | 2,300 | <b>FERRARI</b>               |       | Sports                | 1,021 |
| (automatic)               | 2,450 | 250 G.T. coupé               | 4,200 | Club                  | 1,309 |
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| 2-door de luxe            | 388   | 1100                         | 578   | 190SL                 | 1,930 |
| A.35 4-door               | 396   | 1100 Family                  | 750   | 219                   | 1,430 |
| 4-door de luxe            | 400   | 1200 Full light              | 798   | 220S                  | 1,595 |
| Countryman                | 444   | 1000                         | 982   | 220SE                 | 1,862 |
| A.40                      | 450   | 2100                         | 1,035 | 300 (automatic)       | 3,600 |
| A.40 de luxe              | 458   | <b>FORD (American)</b>       |       | 300SL Roadster        | 3,750 |
| A.55 Cambridge            | 565   | Galaxia Skyliner conv.       | 2,068 | <b>MERCURY</b>        |       |
| A.55 de luxe              | 585   | Thunderbird Pillarless       | 2,195 | Monterey              | 1,839 |
| A.95 Westminster          | 689   | <b>FORD (Canadian)</b>       |       | <b>MESSERSCHMITT</b>  |       |
| A.95 de luxe              | 719   | Fairlane 500                 | 1,529 | Ts500                 | 435   |
| A.105                     | 823   | Pillarless                   | 1,567 | <b>METROPOLITAN</b>   |       |
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| (automatic)               | 1,045 | Popular                      | 295   | <b>M.G.</b>           |       |
| Gipsy                     | 650   | Anglia                       | 380   | MGA                   | 663   |
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| <b>BERKELEY</b>           |       | Estate car                   | 895   | Traveller             | 471   |
| Two-seater 328 c.c.       | 332   | <b>FORD (Germany)</b>        |       | Traveller de luxe     | 491   |
| 492 c.c. de luxe          | 432   | 12M                          | 702   | Oxford V              | 575   |
| Foursome                  | 484   | 17M                          | 827   | Oxford V de luxe      | 595   |
| B.95 two-seater           | 442   | <b>FRAZER NASH</b>           |       | Traveller             | 665   |
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| B.105 two-seater          | 459   | <b>FRISKY</b>                |       | Prinz                 | 426   |
| Hardtop                   | 481   | Coupé and Sport              | 332   | <b>OLDSMOBILE</b>     |       |
| <b>B.M.W.</b>             |       | Sprint                       | 450   | Dynamic III           | 1,686 |
| 501 2.6                   | 1,638 | <b>GOGGOMOBIL</b>            |       | Super 88              | 1,890 |
| 502 2.6                   | 1,792 | Regent 300                   | 329   | Convertible           | 1,980 |
| 502 3.2                   | 1,970 | Regent 400                   | 342   | 98                    | 2,225 |
| 502S 3.2                  | 2,165 | Mayfair 300                  | 416   | <b>OPPERMAN</b>       |       |
| 507                       | 3,100 | Mayfair 400                  | 429   | Unicar T              | 283   |
| <b>BORGWARD</b>           |       | Royal T.700                  | 473   | Stirling              | 360   |
| Isabella                  | 830   | <b>HILLMAN</b>               |       | <b>PANHARD</b>        |       |
| Combi estate car          | 880   | Minx Special                 | 498   | Dyna Grand Standing   | 702   |
| Touring sport             | 950   | Minx de luxe                 | 529   | <b>PEERLESS</b>       |       |
| TS coupé                  | 1,330 | Convertible                  | 598   | G.T. 2-litre          | 998   |
| <b>BRISTOL</b>            |       | Estate car                   | 598   | <b>PEUGEOT</b>        |       |
| 406                       | 2,995 | Husky                        | 465   | 203                   | 633   |
| <b>BUICK</b>              |       | <b>HUMBER</b>                |       | 403                   | 796   |
| Invicta                   | 2,335 | Hawk                         | 840   | Estate car            | 865   |
| <b>CADILLAC</b>           |       | (automatic)                  | 955   | <b>PLYMOUTH</b>       |       |
| 6029 Fleetwood            | 3,600 | Estate car                   | 995   | Savoy Vee-8           | 1,718 |
| 6339                      | 3,300 | Touring limousine            | 920   | Belvedere convertible | 1,790 |
| <b>CHEVROLET</b>          |       | Super Snipe                  | 995   | Savoy Suburban        | 1,915 |
| Biacayne                  | 1,390 | (automatic)                  | 1,100 | Fury                  | 1,890 |
| Bel Air                   | 1,430 | Estate car                   | 1,160 | <b>PONTIAC</b>        |       |
| Impala hardtop            | 1,515 | Touring limousine            | 1,095 | Laurentian            | 1,545 |
| Corvette                  | 2,050 | <b>ISSETTA (Gt. Britain)</b> |       | Parisienne            | 1,626 |
| <b>CHRYSLER</b>           |       | 300                          | 266   | Catalina              | 1,665 |
| 300C                      | 2,740 | 600                          | 449   | Four-door             | 1,697 |
| Convertible               | 2,960 | <b>JAGUAR</b>                |       | Bonneville            | 1,941 |
| Imperial                  | 2,885 | 2.4                          | 996   | Four-door hardtop     | 1,974 |
| Crown                     | 3,045 | (automatic)                  | 1,139 |                       |       |

## NEW CAR PRICES

| U.K. List            |       | S. E. List            |       | U.K. List                |       |
|----------------------|-------|-----------------------|-------|--------------------------|-------|
| <b>PORSCHE</b>       | £     | <b>ROVER (Contd.)</b> | £     | <b>STANDARD (Contd.)</b> | £     |
| 1600D convertible    | 1,330 | 105                   | 1,085 | Vignale Vanguard         | 695   |
| 1600 fixed head      | 1,371 | 3-litre               | 1,175 | (automatic)              | 810   |
| 1600 detachable      |       | (automatic)           | 1,280 | Estate car               | 770   |
| hardtop              | 1,494 | Land-Rover II 88      | 640   | <b>STUDEBAKER</b>        |       |
| 1600 detachable      |       | Diesel                | 740   | Lark 2-door (6-cyl.)     | 1,126 |
| cabriolet            | 1,535 | 109in Basic           | 730   | Estate car               | 1,290 |
| Carrera Gran Turismo | 2,160 | Diesel                | 820   | Lark Regal (8-cyl.)      | 1,292 |
| <b>PRINCESS</b>      |       | 107in estate car      | 815   | Estate car               | 1,451 |
| IV                   | 2,250 | <b>SIMCA ARONDE</b>   |       | <b>SUNBEAM</b>           |       |
| IV limousine         | 2,360 | Aronde de luxe        | 522   | Rapier                   | 695   |
| L.W.B. model         | 2,150 | Aronde Châtelaine     | 650   | Convertible              | 735   |
| <b>RAMBLER</b>       |       | Aronde Super de luxe  | 565   | <b>TRIUMPH</b>           |       |
| American Super       | 1,110 | Elysée                | 615   | TR3                      | 699   |
| Estate car           | 1,206 | Montlhéry             | 632   | Hardtop                  | 734   |
| Six Custom           | 1,329 | Grand Large           | 699   | <b>TURNER</b>            |       |
| Estate car           | 1,453 | Monaco                | 725   | A.35 Sports              | 575   |
| Ambassador Custom    | 1,666 | Plein Ciel hardtop    | 1,012 | Climax Sports            | 750   |
| Estate car           | 1,802 | Océane convertible    | 1,065 | <b>VAUXHALL</b>          |       |
| <b>RENAULT</b>       |       | <b>SIMCA VEDETTE</b>  |       | Victor                   | 505   |
| 750                  | 437   | Beaulieu              | 965   | Victor Super             | 530   |
| Dauphine             | 505   | Chambord              | 1,100 | Victor de luxe           | 565   |
| Gordini-Dauphine     | 598   | Marley estate car     | 1,265 | Estate car               | 605   |
| Frégate              | 694   | <b>SINGER</b>         |       | Veloce III               | 655   |
| Transfluide          | 987   | Gazelle IIA           | 594   | Cresta II                | 715   |
| Manoir estate car    | 1,032 | Convertible           | 6...  | <b>VOLKSWAGEN</b>        |       |
| Domaine estate car   | 894   | Estate car            | 665   | Basic                    | 435   |
| <b>RILEY</b>         |       | <b>SKODA</b>          |       | De luxe                  | 505   |
| One-point-five       | 575   | 440                   | 525   | Convertible              | 682   |
| Two-point-six        | 940   | Estate car            | 695   | Karmann-Ghia coupé       | 822   |
| (automatic)          | 1,045 | 450 convertible       | 725   | Convertible              | 929   |
| <b>ROLLS-ROYCE</b>   |       | <b>STANDARD</b>       |       | <b>VOLVO</b>             |       |
| Silver Cloud         | 3,795 | Eight                 | 430   | 1225                     | 932   |
| Limousine            | 4,595 | Ten                   | 440   | <b>WOLSELEY</b>          |       |
| Hooper               | 5,185 | Pennant               | 485   | 1500                     | 530   |
| H. J. Mulliner       | 4,850 | Companion estate car  | 495   | 15/60                    | 660   |
| James Young          | 5,085 | Ensign                | 599   | Six-ninety III           | 850   |
| Silver Wraith        |       |                       |       | (automatic)              | 955   |
| 7-passenger          | 5,493 |                       |       |                          |       |
| 7-passenger          | 5,805 |                       |       |                          |       |
| H. J. Mulliner       | 5,625 |                       |       |                          |       |
| Hooper limousine     | 5,630 |                       |       |                          |       |
| 7-passenger          | 5,805 |                       |       |                          |       |
| James Young          | 5,680 |                       |       |                          |       |
| <b>ROVER</b>         |       |                       |       |                          |       |
| 60                   | 899   |                       |       |                          |       |
| 75                   | 985   |                       |       |                          |       |
| 90                   | 1,025 |                       |       |                          |       |

## THREE-WHEELERS

|                     |     |                     |     |
|---------------------|-----|---------------------|-----|
| Bond 2-seater       | 222 | Isotta Plus         | 292 |
| 4-seater            | 254 | Messerschmitt KR200 | 260 |
| Coronet             | 360 | Nobel 200           | 317 |
| Frisky Family Three | 311 | Reliant Regal       | 359 |
| Heinkel             | 326 | Scoutcar            | 236 |
| Isotta              | 271 | Tourette Fenici     | 259 |

To obtain the new total U.K. prices including P.T. add 42 per cent to the basic U.K. list price. For example:—

|                       |                |
|-----------------------|----------------|
| Basic U.K. Price      | — £550         |
| Purchase Tax          | 42% 550 = £231 |
| Total Price inc. P.T. | — £781         |

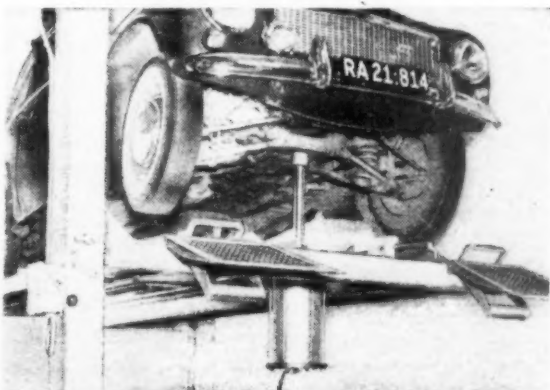
## Trade and Industry

Adam Cramond and Son, of Edinburgh, have entered into an agreement with Daimler Hire, Ltd., of London, to expand operation of the Hertz car hire system.

The Hackney Road Garage, in Hackney Road, London, E.2, has recently been completed. It may well be unique in that

the whole project has been designed and built by the proprietor, Mr. K. C. Ames, and his staff.

Canadian operations of Mercedes-Benz are expanding. Following increased sales, £500,000 has been earmarked for a capital investment programme.



This new hydraulic ram suits various types of lifts, and is housed in a simple excavation in the floor. Cross-wise mobility and very quick action are claimed by the importers, Bellanger Brothers (London), Ltd., 306, Holloway Road, London, N.7. Prices range from £49 10s.

## A SELECTION FROM OUR USED CAR STOCK

|  |        |
|--|--------|
| 1958 CHEVROLET R.H.D. Bel-Air 4-door saloon, radio, heater, 10,000 miles       | £1,895 |
| 1957 CHEVROLET 4-door Hardtop R.H.D., heater                                   | £1,825 |
| 1957 CHEVROLET "Brookwood" Station Wagon, R.H.D.                               | £1,750 |
| 1958 CHEVROLET 4-door Sedan, R.H.D., heater, 46,000 miles                      | £945   |
| 1958 CHEVROLET L.H.D. Bel-Air 4-door saloon, Powerglide, radio, heater         | £995   |
| 1954 CHEVROLET "210" 4-door P.H.D. saloon                                      | £895   |
| 1953 CHEVROLET R.H.D. "210" 4-door saloon, radio, heater                       | £795   |
| 1958 DAIMLER Regency saloon, radio, superb cond.                               | £1,195 |
| 1958 FORD Anglia de Luxe saloon, heater, 6,000 mls                             | £565   |
| 1958 FORD Consul saloon, heater, 11,000 miles                                  | £775   |
| 1958 FORD Prefect saloon, heater, 5,000 miles only                             | £575   |
| 1958 FORD Zephyr saloon, heater, 8,000 miles                                   | £785   |
| 1957 FORD Zodiac Convertible, radio, heater, many other extras                 | £845   |
| 1957 FORD Prefect saloon, heater   | £525   |
| 1959 HUMBER Super Supa, automatic transmission, 200 miles only                 | £1,595 |
| 1957 JAGUAR Mk. VIII saloon, automatic, radio, heater, 16,000 miles only       | £1,295 |
| 1955 JAGUAR Mk. VII saloon, overdrive, radio                                   | £795   |
| 1958 MORRIS Minor Convertible  | £590   |
| 1958 MORRIS Minor saloon   | £575   |
| 1958 OLDSMOBILE Super "88" Holiday Sedan, every conceivable extra, 7,000 miles | £2,295 |
| 1956 PLYMOUTH R.H.D. 4-door Navy saloon, automatic, radio, heater              | £1,095 |
| 1957 STANDARD Vanguard saloon, 24,000 miles                                    | £895   |
| 1958 VAUXHALL Victor saloon, heater, 9,000 miles                               | £885   |
| 1958 VAUXHALL Cresta saloon, radio, heater, 7,000 miles                        | £965   |
| 1957 WOLSELEY 1500 saloon de Luxe, heater                                      | £895   |
| 1958 WOLSELEY 1500 saloon de Luxe, heater, 7,000 miles                         | £745   |

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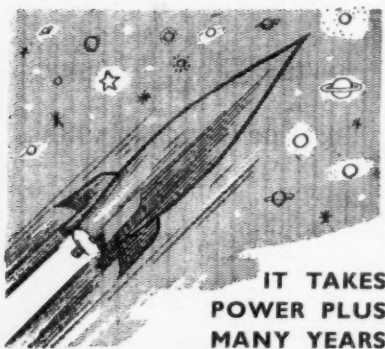
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Plenty of covered space around the pumps, a feature seen all too rarely in garages nowadays, is incorporated in the newly enlarged headquarters in Chester-le-Street, County Durham, of H. Young (Motors), Ltd. The firm have been main Ford agents for more than 35 years

## Trade and Industry . . .

Mr. K. Dean, London branch manager for Tyresoles, Ltd., has been appointed director and general manager of Aberdeen Tyre Service, Ltd., and Tyre Economy, Ltd., both Tyresoles operators.

A credit card hire system has been introduced by J. Davy, Ltd. It enables a hirer, after having established dependability and credit status, to obtain a car on presentation of the card and pay at a later date.

Mr. Arthur J. Maguire has been appointed to the newly formed post of sales promotion manager for the Champion Sparking Plug Co., Ltd. He joined the motor trade in 1925, and Champion in 1936.

Mr. James H. Dobby has been appointed secretary of the Villiers Engineering Co., Ltd., of Wolverhampton. He succeeds Mr. Albert White, who has just retired after 46 years' service. Mr. Ronald C. Price has been appointed publicity manager for the Villiers Group.

Following the promotion of Mr. F. W. Watts, Mr. M. G. Connell has been appointed accessory sales manager by Wingard, Ltd., of Chichester, Sussex. He was for several years with the Minnesota Mining and Manufacturing Co., Ltd., and has travelled widely as sales training officer for Black and Decker, Ltd.

Bristol Siddeley Engines, Ltd., came into being officially on 31 March. They take the place of Armstrong Siddeley Motors, Ltd., and Bristol Aero Engines, Ltd. The title of Armstrong Siddeley Motors, Ltd., has now given way, therefore, to Bristol Siddeley Engines, Ltd., at the factory and all its depots.

A Ford "May Fair" will be held in the City Hall, Manchester, from 8 to 16 May, when 28 cars will be among the 73 vehicular exhibits. Admission will be free and the hours of opening will be from 11 a.m. to 9 p.m. daily except Sunday, 10 May. The event was last held two years ago, when more than 100,000 people attended. The show is organised by the three Manchester Ford dealers: H. E. Nunn and Co., Ltd., H. and J. Quick, Ltd., and Manchester Garages, Ltd.

Mr. G. E. Lawrence has been appointed southern area and South Wales representative by the Goodyear Tyre and Rubber Co., Ltd.

Telamite, Ltd., manufacturers of brake and clutch linings, have appointed Mr. Clifford Lee north eastern area manager and Mr. D. B. Hutchinson northern industrial representative.

Mr. R. W. Cox, managing director of Cox and Co. (Watford), Ltd., has retired. Mr. J. R. W. Cox has now been appointed chairman, and joint managing director with Mr. E. H. Wilton.

A campaign has been started by the Mobil Oil Co., Ltd., to improve toilet facilities at Mobil service stations. Emphasis is being placed on the importance of cleanliness and on accessories such as towels, soap, mirrors, and so on.

Kenex Coachwork, Ltd., of Castle Street, Dover, have introduced a utility p.s.v. conversion of the Thames 15-cwt van. It is called the Kenabus and costs £724 with heater and a Ministry of Transport certificate of fitness.

Standard-Triumph (East Africa), Ltd., Mombasa, the recently formed importing and distributing subsidiary company of the Standard Motor Company, Ltd., Coventry, have concluded an agreement with T.O.M. (N.V. Twentsche Overzee Handelsmaatschappij), Dar es Salaam, for distribution throughout Tanganyika with effect from 1 August.

## Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17505. 1932 Standard Little Nine "R.A.B."—All possible information and a handbook or workshop manual.

No. 17506. Handbooks Required. "C.R.C."—1936-38 Flying Standard Ten and Twelve; also a workshop manual.

"P.D.N."—1937 4½-litre Bentley, unabridged version.

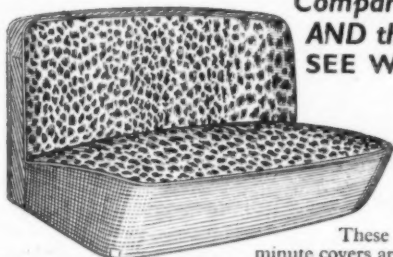
"D.P."—1935 Standard Nine workshop manual.



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Austin A55, Hillman Minx Series 1 and 2 1956/58 (Bench Seat), Ford Consul, Standard 1958, Ford Consul de Luxe and Zephyr 1958, Vauxhall Victor, Velox and Cresta 1958.

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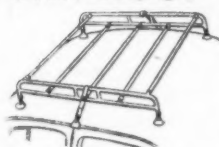
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| 9ft.  | 16ft. | 99/-  | —                |
| 10ft. | 18ft. | £5.10 | —                |
| 12ft. | 22ft. | £6.12 | 8 @ 17/6         |
| 13ft. | 24ft. | £7.3  | 9 @ 17/-         |
| 14ft. | 26ft. | £7.14 | 9 @ 18/3         |
| 16ft. | 29ft. | £8.16 | 9 @ 20/9         |

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Morris Oxford

Singer Gazelle Mark II

Standard 8

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**Aston Martin**, 1958, Mark III, disc brakes, one owner, 8,000 miles, chromium plated wheels, etc. £2,550.

**Aston Martin**, 1955, 3-litre DB2/4 saloon, L.H.D. £995.

**Austin Healey**, 1958. Fixed head coupe, 5,000 miles. £1,050.

**Austin Healey BNI Sports** 2-seater M type specification, many extras. £595.

**Jaguar**, special works competition 3.4 saloon, cost approx. £2,300 mileage 10,000. £1,875.

**Jaguar**, 1956, special equipment saloon, one owner, Michelin X tyres, radio, exceptional condition. £985.

**Jaguar**, 1956, 140 FHC, 14,000 miles. £950.

**Jaguar C type** 2-seater, 158 m.p.h. £850.

**Jaguar**, 1954, XK120, recorded mileage 24,000. Probably the best car of this type available. Innumerable extras. £725.

**Jaguar**, 1955, 140 drop head coupe, 11,000 miles only.

**LaGonda**, 1953, 2.6 litre 4-seater drop head coupe, work's history. £695.

**Lancia** 2½-litre Gran Turismo, late 1955, one owner. Original condition, service history from new. £1,650.

**Lancia** 2½-litre GT, 1955 series, specially tuned engine, paint work and upholstery almost unmarked. £1,550.

**Lancia**, 1954, 2½-litre Gran Turismo, many extras. £1,375.

**Lancia Aurelia**, without doubt one of the most delightful saloon cars in this country, fitted 2½-litre GT engine, 108 m.p.h. cruising speed 90 m.p.h., 22-25 m.p.g., every extra and refinement. £1,150.

**Porsche**, 1956, standard coupe one owner, specially finished Rolls Royce silver, sunshine roof, radio. £1,375.

**Porsche**, 1957. Special super coupe, innumerable extras.

**Porsche** 1600, standard and super coupe. Delivery from stock.

**Sunbeam Alpine**, mist blue, red upholstery, radio, etc. £675.

**Triumph** 1954 TR2, finished in red, maintenance history available. £475.

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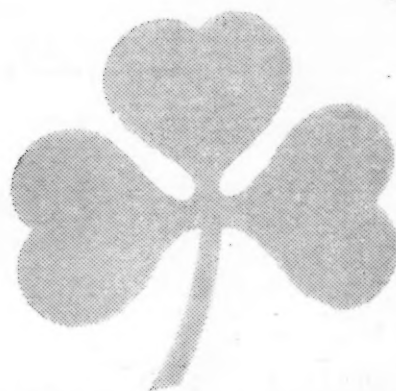


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**Jaguar District Distributors**

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**PARK ROW · BRISTOL 1**

# SHOWROOM WINDOW

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CAR SHOWROOMS

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SOMETHING NEW!

WE HAVE A LARGE NUMBER OF OUR OWN DEMONSTRATION CARS. DRIVE ONE YOURSELF BEFORE YOU DECIDE ON THE NEW CAR OF YOUR CHOICE.

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AUSTIN A.35, 2- and 4-door Saloons.  
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FORD Anglia and Prefect Saloons.  
FORD Zephyr Saloon.  
ROVER 60 and 90 Saloons.  
STANDARD 8 and 10 Saloons.  
STANDARD 10 Companions.  
STANDARD Ensign and Vignale Saloons.  
VAUXHALL Victor Super and de Luxe Saloons.  
VAUXHALL Victor Estate car.  
VAUXHALL Velox and Cresta Saloons.  
WOLSELEY 1500 and 6/90 Saloons.

### USED CARS

A few examples:

|  |      |
|--|------|
| 1958 AUSTIN A.55 Saloon .....          | £755 |
| 1958 AUSTIN A.35 2-dr. Saloon .....    | £510 |
| 1954 AUSTIN A.40 Drophead Coupe .....  | £385 |
| 1958 FORD Consul Saloon .....          | £715 |
| 1957 FORD Zodiac Saloon. Radio .....   | £715 |
| 1956 FORD Consul Mk. II Saloon .....   | £595 |
| 1955 FORD Consul Saloon. Radio .....   | £495 |
| 1955 FORD Anglia Saloon .....          | £415 |
| 1956 MORRIS Oxford Saloon .....        | £565 |
| 1954 MORRIS Minor Saloon .....         | £415 |
| 1958 VAUXHALL Cresta Saloon .....      | £885 |
| 1957 VAUXHALL Victor Saloon .....      | £595 |
| 1953 VAUXHALL Velox Saloon .....       | £395 |
| 1957 VOLKSWAGEN de Luxe Saloon .....   | £595 |
| 1953 WOLSELEY 6/80 Saloon .....        | £395 |
| 1953 WOLSELEY 4/44 Saloon. Radio ..... | £475 |

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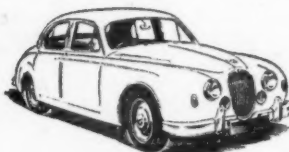
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## AUCTION NEWS

Issued by Southern Counties Car Auctions Ltd. and Auto Auctions Ltd. Head Office: 7 Downing Street, Farnham Surrey. Telephone: 5258/9.

APRIL, 1959

## Fleet Sales!

A major problem for fleet owners, such as large commercial firms, local authorities, and public undertakings, has been the high cost of vehicle replacement. With new cars costing something like four times their pre-war figure, it is essential that the vehicles which they replace must be disposed of by a method which will realise the highest possible figure.

### Auction or Tender?

Many operators, particularly public authorities, have attempted to obtain a good price by inviting prospective purchasers to submit tenders containing offers for the vehicles. By this means they hoped to be able to select the best out of a number of competitive bids. It is because they have realised that a satisfactory price is seldom obtained as a result of such tenders that more and more fleet owners are turning to the one method which, by its very nature, produces the highest possible bid: the car auction.

Today, vehicle sales by tender are rapidly being superseded by sales through car auctions and many large fleet owners now use the services of the Southern Counties organisation as standard procedure when vehicles have to be sold.

As A. E. Bennett, Transport Manager of British Oxygen Gases Ltd. says, "Following our experience, disposal by auction has many advantages over our previous method of selling to individual agents." He added that service from Southern Counties had been "entirely satisfactory."

By disposing of a fleet by auction, operators not only achieve a quick, trouble-free sale, they are able to establish in advance the minimum figure each vehicle will realise, simply by stating a reserve price. In many cases, the actual selling price reaches as much as 20% above the reserve!

## THE BIG FIVE

**MONDAYS** at CHICHESTER: Redskin Roundabout, Chichester By-Pass. Chichester 3315.

**TUESDAYS** at TUNBRIDGE WELLS: Agricultural Showground, Eridge Road. Tunbridge Wells 1832/3.

**WEDNESDAYS** at FARNBOROUGH: Frimley Bridges, Hants. Camberley 2315/2.

**THURSDAYS** at ALEXANDRA PALACE: London, N.22. Tudor 5675.

**THURSDAYS** at BIRMINGHAM: Racecourse, Bromford Bridge, Birmingham, 34. East 0336.

All sales start at 12 noon and entries can be accepted up to that time. Entry fee is 10/- per vehicle and you can fix your own reserve price. No sale—no commission. Commission, if sold, 5% with a minimum of £5 and a maximum of £15.

# SHOWROOM WINDOW

## THE CODDEN ENGINEERING CO. LTD.

|                                     |           |
|-------------------------------------|-----------|
| 1958 MORRIS Cowley                  | £725 0 0  |
| Dep. £20 and 36 H.P. rentals        | £291 17 9 |
| 1958 AUSTIN A 35, heater            | £525 0 0  |
| Dep. £20 and 36 H.P. rentals        | £17 15 6  |
| 1958 VAUXHALL Victor                | £675 0 0  |
| Dep. £20 and 36 H.P. rentals        | £23 2 3   |
| 1957 GOGGOMOBILE                    | £375 0 0  |
| Dep. £20 and 36 H.P. rentals        | £12 9 0   |
| 1956 VAUXHALL Wyvern                | £575 0 0  |
| Dep. £20 and 36 H.P. rentals        | £19 11 0  |
| 1956 MORRIS Minor D.L.              | £525 0 0  |
| Dep. £20 and 36 H.P. rentals        | £17 15 6  |
| 1956 Model MORRIS Oxford            | £550 0 0  |
| Dep. £20 and 36 H.P. rentals        | £18 13 6  |
| 1956 STANDARD 8 saloon              | £450 0 0  |
| Dep. £20 and 36 H.P. rentals        | £15 2 3   |
| 1955 FORD Zodiac                    | £525 0 0  |
| Dep. £20 and 36 H.P. rentals        | £17 15 6  |
| 1954 AUSTIN A 70                    | £450 0 0  |
| Dep. £20 and 36 H.P. rentals        | £15 2 3   |
| 1953 AUSTIN A 30 Sports convertible | £425 0 0  |
| Dep. £20 and 36 H.P. rentals        | £14 4 6   |
| 1953 STANDARD Vanguard              | £325 0 0  |
| Dep. £20 and 36 H.P. rentals        | £10 13 6  |

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Sunbeam - Standard - Triumph - Vauxhall

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Regarding the selection of your NEW CAR

GUARANTEED USED CARS (Send for full list)

|   |      |
|---|------|
| 1958 VAUXHALL Victor, 1,500 miles only  | £725 |
| 1958 FORD Prefect de Luxe               | £575 |
| 1958 AUSTIN A35, low mileage, one owner | £775 |
| 1958 HILLMAN Minx, one owner            | £725 |
| 1957 AUSTIN A35, two-tone body          | £725 |
| 1957 STANDARD "Gold Star"               | £515 |
| 1957 (Sept.) FORD Anglia de Luxe        | £505 |
| 1957 STANDARD Vanguard de Luxe          | £715 |
| 1957 (Oct.) STANDARD 8, low mileage     | £545 |
| 1957 AUSTIN A35, excellent condition    | £525 |
| 1957 (June) FORD Anglia, excellent      | £495 |
| 1956 MORRIS Minor 4-door de Luxe        | £543 |
| 1956 (Sept.) AUSTIN A35, guaranteed     | £545 |
| 1956 MINOR 2-door de Luxe, exceptional  | £525 |
| 1956 STANDARD 10, beige, excellent      | £455 |
| 1956 FORD Prefect                       | £405 |
| 1955 ROVER 90, grey, unmarked           | £545 |
| 1954 VAUXHALL Velox, low mileage        | £475 |
| 1954 (Nov.) FORD Prefect                | £465 |
| 1952 (Oct.) MINOR, excellent condition  | £425 |
| 1951 (Dec.) VANGUARD, heater, etc.      | £350 |

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IMMEDIATE DELIVERY

|  |        |
|--|--------|
| 1957 FORD Consul. Fawn/black, heater                                   | £485   |
| 1956 VAUXHALL Wyvern. Green, radio and heater                          | £595   |
| 1955 AUSTIN A 30 4-door de Luxe, heater                                | £435   |
| 1957 JAGUAR 2.4. Manual, grey, radio and heater, 12,000 miles, o/drive | £1,215 |
| 1958 AUSTIN A 55 2-tone, green, immaculate, 13,000 miles               | £775   |
| 1957 VAUXHALL Wyvern. Grey, heater                                     | £620   |

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NEW CARS

|   |
|---|
| AUSTIN HEALEY Sprite, leaf green.   |
| HILLMAN Minx Special, black.  |
| HILLMAN Husky, foam grey.   |
| HILLMAN Minx de Luxe, foam grey/antelope.   |
| HUMBER Hawk, dawn mist/seal grey.   |
| HUMBER Super Snipe, overdrive, metallic grey.   |
| HUMBER Super Snipe Estate, seal grey/dawn mist  |
| SUNBEAM Rapier saloon, overdrive, choice of pearl grey/pippin red or cypress/iceberg green. |

USED CARS

|  |      |
|--|------|
| 1957 FORD Zephyr, Durham beige, heater and radio | £725 |
| 1955 HUMBER Hawk, black                          | £575 |
| 1956 JAGUAR 2.4 saloon, pearl grey               | £995 |
| 1954 MORRIS Minor, 2-door saloon, heater, black  | £425 |

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## MOTOR BOATS IN MARYLEBONE!!!!

Rover Hythe speed boat (ex works).

Fitted 1,172 c.c. inboard engine capable of almost 30 knots. This attractive runabout is complete with trailer and ready to hook up and drive away.

Many extras include navigation lights, searchlight, speedometer, etc., etc.

£100 deposit and balance over 3 years. Cash price £597.

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# SHOWROOM WINDOW

## BROOKLANDS of

## ALVIS

## BOND STREET

### USED CARS

- 1959 Series **ASTON MARTIN** Mark III saloon. Under 2,000 miles. One owner. £2,850.
- 1956 (Nov.) **ASTON MARTIN** DB 2.4 Hardtop. One owner. Low mileage. £1,985.
- 1953 B.M.W. '501' saloon. £875.
- 1956 **JAGUAR** Mark VII saloon. Automatic. One owner.
- 1957 **JAGUAR** XK 140 Fixed Head Coupe. Radio fitted. 15,000 miles. One owner.
- 1957 **JENSEN** '541' saloon de luxe. One owner. 13,500 miles. £1,875.
- 1957 **LAGONDA** 3-litre sal. One owner.
- 1957 **MERCEDES-BENZ** 190 'SL' Coupe. 9,000 miles. Fitted hardtop. soft top. Radio, extra passenger seat. One owner. £2,450.
- 1957 **VOLVO** PV 444. One owner. £795.

ALL CARRY OUR GUARANTEE

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**LAGONDA**  
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Standard, Triumph,  
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### NEW CARS

- SEE AND TRY THE NEW **ALVIS** 3-litre by Park Ward. Saloon and Drophead Coupe for delivery.
- JENSEN** 541 'R' saloon.
- MERCEDES - BENZ** 220 'S' saloon. For immediate delivery.
- ASTON MARTIN** Mark III saloon with special series engine.
- ASTON MARTIN** Mark III Drophead Coupe with over-drive.
- OLDSMOBILE** Super 88 2-door Convertible. Many extras.
- FORD** V8 Fairlane '500' Town Victoria.
- ROVER** '90' saloon. Over-drive.

**VOLVO 122S CARS ON SHOW & DEMONSTRATIONS ARRANGED**

103 NEW BOND STREET, LONDON, W.1

MAYFAIR B31-6

## Noel Roscoe Ltd

### USED CAR SELECTION

1959 (March) **AUSTIN-HEALEY** Sprite, works saloonage, numerous extras ..... £655

1958 **WILLERY** "Dreamboat" 12ft. 6in. speedboat fitted with Ford 100E, Aquaplane marine engine, giving 30 m.p.h., this was the actual show boat in the 1958 Olympia Boat Show, it has only had 20 hours' use, complete with fast towing trailer and many extras, cost over £600, offered at the attractive price of ..... £415

1957 model **VAUXHALL** Vaux saloon, one owner from new, grey/red leather, absolutely in superb order, radio, heater, screen washers, etc. .... £695

1957 **HILLMAN** Hickey, one owner, grey/red interior, absolutely in superb order, heater, wing mirrors, latest year ..... £465

1956 **FORD** Anglia 4-door, engine, Servals slinger, truly amazing performance, genuine 17,000 miles, one owner, heater, etc. .... £355

1956 **VOLKSWAGEN** de luxe, saloon, black, this car is absolutely unmarked and as new, Ocelot seat covers, etc., specimen ..... £565

1956 **STANDARD** Vanguard estate car, one owner, excellent condition, heater ..... £465

1954 **VAUXHALL** Wyvern saloon, a really well cared for car, heater, wing mirrors, all new tyres ..... £495

1953 **A.50** Henford de luxe saloon, grey, blue leather, exceptionally well cared for, two owners, heater, etc. .... £395

1953 **LARD-ROVER**, one owner, one direct from new, maintained regardless of cost, used only for race meetings, fitted with car capstan winch, servo equipment, etc., new condition ..... £350

1953 **HILLMAN** Minx Estate car, one careful owner from new, really outstanding condition ..... £395

1953 **STANDARD** Vanguard Estate car, personal property of the chairman of a well-known public company from new, 1958 condition, unrepeatable at ..... £395

1953 **ALLARD** P1 saloon, very much above the average, grey/red leather, Michelin X tyres. Cost over £1,700 new, offered at the amazing price of ..... £265

1948 **SUXEAM-TALBOT** 19 sports saloon, gunmetal grey, fitted with works reconditioned engine, a really well cared for little car ..... £295

1947 **JAGUAR** 1½-litre special equipment model, new engine last year, absolutely spotless throughout condition ..... £295

1946 **ASTON MARTIN** two-litre open four-seater sports, the whole car has been maintained regardless of cost and is in absolute specimen condition ..... £395

1938 **ALVIS** 4.5-litre Sports saloon by Charlesworth; this 4.5 Alvis was the best and most expensive model ever made, capable of over 100 m.p.h., the car has recently had an extensive overhaul, a real thoroughbred ..... £350

1936 **RILEY** 9 Imp open 2-seater sports, a really fine example of one of these now very rare and much sought-after sports cars ..... £395

1936 **LANCIA** Astura 27 IV series sports saloon by James Young, owned by a Lancia enthusiast, fertile performance, exceptionally attractive coachwork ..... £185

Sports Cars urgently wanted—for cash.

All cars guaranteed in writing. We are open seven days a week, 9 till 5.

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**HIGH ROAD - BYFLEET - SURREY**

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## Derek Phillips says:

### CARS AND CARLISLE

Whether your holiday destination is Carlisle or not your Ford car takes the biscuit. It will take you there safely, quickly and in comfort. As the weather and the engines warm up even the Preston Motorway begins to know the delights of a steady stream of purring Ford engines.

Each week-end the number of drivers off to seek the nation's beauty spots grows. Some head north to the remoteness of Scotland. Others prefer the brightness of Brighton. All seek the sun or the silence of the hills.

Cars make the search easier. And whether you prefer to use automation or your own skill a Ford car from Phillips slips into gear as easily as a Grand National winner or a Grand Prix racer. And by getting you there sooner a Ford becomes the car that adds days to holidays, and remember Phillips and Ford go together, whether you are a pleasure or business motorist.

1958 **FORD** Anglia de Luxe in Dover white with fitted heater. An excellent example of this popular type of car. Obviously well maintained. Low mileage. £595

1957 **FORD** Escort in Corle grey with red interior. Heater. 10,500 miles only. Excellent condition. Dep. £53

1957 **MORRIS** Minor, 1099 de Luxe saloon, with heater, windscreen washers and underseals, from new. £640

1958 **FORD** Consul in Endow green and Armadillo grey with Zodiac styling. 12,000 miles only. Maintained by ourselves from new. £715

1951 **RILEY** 2½-litre Saloon in dark green with heater. An extremely popular car, moderately priced at £395

1958 (Ang.) **BETTA** 300. Can only be described—condition as new. One owner. 6,000 miles only. 70 miles per gallon for only £315

1959 **FORD** Prefect in Newark grey, with heater. Mileage 2,300 only. Car in spotless condition, inside and out ..... £570

1957 (Nov.) **FORD** Popular, in black, with heater, trafficators, and other extras, choice of two almost identical vehicles. £360

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ASSOCIATED WITH J. DAVY LTD

EXCLUSIVE BMC AGENTS

A WIDE RANGE OF B.M.C. PRODUCTS ALWAYS IN STOCK

CONSULT US

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**AUSTIN** A35 . A55 . A95 . A105 . Nash Metropolitan . Austin-Healey

**MORRIS** Minor Saloons . Convertibles . Cowley . Oxford.

**M.G.** M.G. A Sports . Magnette.

**RILEY** 2.6 and 1.5 Saloons.

**WOLSELEY** 1500 . 15/60 . 6/90 Saloons.

### USED CARS

1957 **AUSTIN** A95, 9,000 miles, one owner, maroon. £885.

1958 **AUSTIN** A35 2-door, heater, one owner, in excellent condition. £495.

1958 **SIMCA** Elysée, one owner, maroon, 15,000 miles, radio. £725.

1956 **AUSTIN** A40, grey, one owner, 24,000 miles. £555.

1956 **AUSTIN** A90 saloon, Court grey exceptionally fine example. £595.

1956 **MORRIS** Isis, one owner, black, probably one of the nicest on offer. £615.

AUSTIN Commercial Agents

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PR1mrose 6666

(N. CHALK FARM Tube Station)

# The Autocar

## CLASSIFIED ADVERTISEMENTS

### CLASSIFIED ADVERTISEMENT RATES

11d. per word, minimum charge 11/-, each paragraph charged separately, name and address must be paid for. Paragraphs of less than eight words are charged at 12/-. All advertisements must be strictly prepaid and should be addressed to the Autocar, Classified Advertisement Dept., Dorset House, Stamford Street, London, S.E.1.

Postal orders and cheques sent in payment for advertisements should be made payable to Hiffe & Sons Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.

**PRESS DATES**—First Post Tuesday for Used Cars for Sale and Wanted, Spares and Service. Trade Advertisements are accepted by telephone up to 12 noon, Waterloo 3333. All other classifications close for press first post Monday. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

### BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

### APPROVAL SCHEME

Readers replying to advertisements in these columns and wishing to take advantage of "The Autocar" Approval Scheme facilities should send for particulars which are available on application.

The publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

The Publishers retain the right to refuse or withdraw advertisements at their discretion.

## USED CARS FOR SALE & WANTED - SPARES & SERVICE

### ABARTH-FIAT

ANTHONY CROOK, sole concessionaires for the U.K.: now that the Budget uncertainty is over write, phone or call re the new Fiat Abarth—High St., Esher, Tel. 4580 (20 minutes Waterloo). [C1063]

### A.C.

TAYLOR & CRAWLEY offer:—

**1956** Accia Bristol, disc brakes, immaculate condition, a car for the enthusiast; £1,465.  
**1956** A.C. Accia, radio, heater, very well maintained; £1,200.  
**1956** series A.C. Accia, radio, heater, spot lamp, disc brakes, Michelin X tyres, recent complete overhaul, immaculate condition; £1,295.  
**1955** A.C. Ace, radio, very low mileage, immaculate; £985.

TAYLOR & CRAWLEY 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gros. 6881. [C4036]

### COOMBS & SONS (GUILDFORD), Ltd.

A.C. Ace sports 2-seater, finished in red with grey trim, Bristol engine, several extras, attractive mileage!! 4,500 only, one private owner, 1958, which cost £2,300; offered at £1,795.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907. [C1057]

**1951** black A.C. 2-litre saloon, radio, heater; £365.—Tel. Tulse Hill 7253. [19195]

**£435**—1952 A.C. sports saloon, immaculate specimen, mechanically excellent.  
 CRESSCARS, Ltd., 156, High Rd., East Finchley, N.2. Tudor 9272. [C1125]

**AZ** MOTORS offer glorious 1948 A.C. 2-litre saloon, exceptionally attractive; £315—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

**1951** A.C. 2-litre tourer, one wher, green with beige interior; £385—Windovers, Ltd., The Hyde, Hendon, Colindale 4031. [C4118]

**1955** A.C. Ace, 25,000 miles, red, 4 nearly new Michelin X; £765—A.F.N. Ltd., Falcon Works, London Rd., Isleworth. Isl. 1011. [C2015]

**1948** A.C. saloon; £270; recent mechanical overhaul, excellent condition and appearance, radio, many extras; reason for quick sale, buying house.—Box 2921. [19357]

**GATEHOUSE** offer 1949 A.C. saloon, immaculate; £395; 1951 A.C. Buckland tourer, red; £395.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021]

**1955** A.C. Ace sports, cream with red interior, immaculate condition, 25,000 miles, Mich X tyres, wire wheels; £850—Cottee & Edwards, Ltd., Castle Boulevard, Nottingham. Tel. 52213. [9287]

**1956** genuine works produced Ace-Bristol sports with disc brakes and engine brought up to 100D2 standards; £1,350; appointment to view required as owner still motoring.—Rudds, 41, High St., Worthing 7773/4. [19505]

**A.C.EA-BRISTOL** 1957 one-owner hardtop coupe, fitted overdrive, works and distributor maintained from new, and chauffeur kept, no racing or commercial use, present list including the extras, spotlights, etc., £2,700; our price £2,150; terms, exchanges welcomed.—Rudds, 41, High St., Worthing 7773/4. [19504]

**1959** series Accia-Bristol impeccable silver blue coupe, registered late 1958 but with all latest features, fitted 100D2 130hp engine, disc brakes, latest soundproofing, 4.3 axle and overdrive, giving a timed 128mph yet accelerates to 100mph in approx. 20secs, maintained regardless of expense, fitted radio and marked, present list including the extras, spotlights, etc., £2,700; our price £2,150; terms, exchanges welcomed.—Rudds, 41, High St., Worthing 7773/4. [19504]

**ROWLAND SMITH'S**, the A.C. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

**XXX** Excellent cash price offered for good A.C. Epsom, Surrey. Epsom 5611. [W4018 R]

**GOOD A.C.** required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

**GATEHOUSE MOTORS** pay cash for good A.C. cars.—Highgate Village, London, N.6. Mountview 4444. [W2021]

### SALES & WANTS

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### A.C. Spares and Service

A.C. sale distributors London and Middlesex.—European Cars, Ltd., 123 Old Brompton Rd., S.W.7. Fre. 7711. [82137]

FOR good used A.C. saloons and Bucklands specialised repairs and spares, contact—Fletcher & Co., 52, Beckenham Rd., Beckenham, Kent. Beckenham 7744. [0596 R]

### ALFA-ROMEO

MAIN agents, George Boyle (Sports Cars), Ltd., Wheatsheaf Garage, Mollington, Chester; demonstrations, sales, service.—Tel. Great Mollington 355-4-5.

**1957** Alfa-Romeo Sprint Veloce coupe, red, leather upholstery, radio, heater, spot lamp, many extras, 18,000 miles approximately, regularly and carefully maintained; £1,950.

**ALFA-ROMEO** 2.5-litre Superleggera drop head coupe, very attractive car; £595; terms and exchanges arranged.—Oliver, Spring Haven, Cherry Walk, High Sabington, Worthing. Swandean 713. [9352]

**ALFA-ROMEO** 2.500cc 1947 saloon by Super Lettara, mechanical condition very good, coachwork requires a little sparkle; £255.—Merton Motors, Wythall Garage, Wythall, near Birmingham. Wythall 2130.

**1957** (September) Alfa-Romeo Giulietta Spider, red with black trim, mileage 11,500 approx., one owner, regularly serviced and maintained, superb and immaculate condition; £1,950.—Sole London distributors, S. Morris & Co., 40, Conduit St. W.1. Regent 0424. [0284 R]

### Alfa-Romeo Cars Wanted

**BARTLETT**—Consult us before selling or exchanging your Alfa-Romeo.—27, Pembridge Villas, W.11. Bayswater 0523. [W1013]

### Alfa-Romeo Spares and Service

**THOMSON & TAYLOR (BROOKLANDS), Ltd.**, spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848-9. [0214 R]

### ALLARD

**AZ** MOTORS offer superb 1950 Allard P1 saloon, fitted radio, heater, exceptional offer; £245.—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

**1951** Allard P-type saloon, in showroom condition, recent £300 mechanical overhaul, including new engine, heater, cigar lighter, tone horns, specimen; 295gns.—Wilson, Blawith, Ulverston, Lancs. [9265]

**245gns.**—Allard 1951 P1 sports saloon, silver grey, maroon leather, heater, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

### Alford Cars Wanted

**ROWLAND SMITH'S**, the Allard buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

### ALVIS

**GE** **1949** Alvis TA14 4-door 4.5-seater, sliding sun roof sports saloon with graceful swept tail incorporating spacious luggage compartment, beautiful as original, pastel green, sparkling chromium, finest beige leather, matching accessories, beautifully polished woodwork, two previous owners, equipped H.M.V. radio, heater, dual mirrors, tone horns, foglamp, sunvisors, concealed ashtrays, etc., this car is fabulous having won prizes in concours d'elegances, the engine department is all highly polished, excellent tyres battery, whole car comparable to new but smarter; written guarantee; 477gns.; hire purchase, exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Hertfordshire. Harpenden 118 and 5222. [C2000]

### GATEHOUSE offer:—

**1951** Alvis 3-litre saloon, black/grey, heater 53 conversion; £545.

**1948** Alvis TA 14 coupe, red in excellent condition; £450.

**1948** choice of 2 Alvis TA 14 saloons; from £455.

—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021]

**ALVIS** 3-litre 1951, fitted 1952 conversion, black, red leather, sun roof, radio, heater, screen washer, good tyres, new radiator, distributor, excellent condition; £475.—6, Sandmoor Drive, Leeds, 17. [5821]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ALVIS

**ERIC HAYES, Ltd., offer:—**  
1952 model Alvis 3-litre, finished in grey, fitted heater, very carefully maintained, an elegant car; £475.—13, Bishopsgate Rd., W.2. Ambassador 8266. [C2033]

**CHIPSTEAD MOTORS.**—See display panel page 80. [C1046]

1952 Alvis 3-litre saloon, black, heater; £525.—H. L. Abbott Motors, Broadway, Leigh on Sea. Tel. 78206. [1950]

1947 Alvis 14 sports saloon, black with beige interior; £365.—Windovers, Ltd., The Hyde, Colindale 4031. [C4118]

1951 Alvis, radio, heater, good condition, black finish, red upholstery; £380.—Steele Griffiths, S.E.5. Rodney 2201-6. [1942]

1951 Alvis 3-litre, green with red leather, impeccable condition, the engine has been overhauled by us and now requires running in £495. **GROSVENOR CAR SALES, Worplesdon, Guildford.** Tel. Worplesdon 247. [19819]

**£799!!!**—1954-5 Alvis 3-litre de luxe saloon, this vehicle is impeccable, we guarantee its the finest on offer, open the doors, its still looks and smells like new; choice also another Grey Lady convertible. **LAMBS OF WOOD GREEN (Established 1897).**—100 cars, written guarantee; exchanges; easiest terms.—421-423, High Rd., Finchley. Finchley 6222. [C2052]

**ALVIS Speed 25, 1939** tourer, at present having a new hood and screens, etc., very good condition throughout; £185.—Merton Motors, Wythall Garage, Wythall, near Birmingham. Wythall 2130. [19372]

1954 Alvis TC21 Tickford coupe, 2-tone cream and maroon, red upholstery, red p.v.c., hood and tonneau, five good Michelin X tyres, genuine opportunity at £675.—Mantle & Boardland, Leicester 8167. [19351]

**265sns.**—Alvis 14, 1947, saloon, black, sliding head, beige leather, heater, very good condition, choice of 2; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4015]

1951 Alvis 3-litre saloon, black/red leather, one owner, magnificent condition, over £200 overhaul to engine, gear box and back axle by well-known Alvis specialists in January this year, previously modified to 1952 specifications with twin S.U. carbs., underseal since new and equipped with heater, Redex Lubro charger, badge bar, twin spotlights and very practically brand new Michelin X tyres, guaranteed and recommended at £525.

Other cars available; write for fully descriptive 450 priced catalogue.

**CAMDEN MOTORS, Leighton Buzzard 2041;** open until 8 p.m. Open Sundays 10 a.m. to 1 p.m. On restricted hire purchase terms; exchanges. [C1035]

## ALVIS Cars Wanted

**ALVIS saloon wanted.** 1952-55.—48A, Drewstead Rd., S.W.16. Streatham 8636. [W4059]

**GATEHOUSE MOTORS** pay cash for good used Alvis cars.—Highgate Village, London, N.6. Mountview 4144. [W2021]

**PRIVATE** buyer will pay cash for immaculate low mileage, Grey Lady 100 saloon or drop head.—Box 2813. [19093]

**GOOD** Alvis required immediately.—G. Edwards, 113, Amenbury Lane, Harpenden, Herts. Harpenden 113. [W2000]

**ROWLAND SMITH'S,** the Alvis buyers; highest cash prices.—Hampstead High St., N.W.3. Ram 6041. [W4015 H]

## Alvis Spares and Service

**SERVICE** and spares for Alvis cars.

**J. JAMES (LONDON), Ltd.** 832, Finchley Rd., Golders Green, N.W.11. Speedwell 762. [0094 H]

**MANCHESTER** Alvis Distributors.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, N.D.1, Chester, 19. Rusholme 2874-5. [0653 R]

## AMERICAN CARS

**LEX** **BRITAIN'S** leading dealers in all makes of American cars.

1959 models available for immediate delivery.

1958 Oldsmobile Super 88 4-door Holiday sedan, power brakes, power steering, etc., immaculate.

1957 Oldsmobile Super 88 Holiday coupe, Hydramatic, radio, heater, power brakes and steering, all-electric equipment.

1956 Oldsmobile Super 88 4-door Holiday sedan, power brakes, steering, windows, seats, radio and every extra.

**VARIED** selection of used American cars always in stock, write or telephone for list and terms.

**AGENTS** for Chevrolet.

**SOLE** U.K. distributors for Oldsmobiles.

**LEX GARAGES, Ltd., 2, Lexington St., Piccadilly Circus, London, W.1. Gerrard 8600.** [19415]

**T. SULLIVAN CAR SALES** offer:—

**NEW** unregistered Ford Fairlane r.h.d. automatic, immediate delivery.—Acorn 6911-2-3. [C4113]

**R. S. MEAD (SALES), Ltd., offer:—**

1955 (Aug.) Hudson Rambler Ranch Wagon, one owner, radio, heater, overdrive, dark blue mist blue; £975.—R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead. Tel. Maldenhead 3431-2. [C3011]

## AMERICAN CARS

## HALF WAY AUTOS.

The American car specialists of Essex.

**SOUTHEAST Arterial Rd., East Horndon, Essex,** offer for sale:—

**THE** complete new (1959) American Ford range; complete with automatic transmission, radios and heaters, all right-hand drive.

1959 Plymouth Belvedere, r.h.d., press-button gear change, radio, heater, two-tone blue; list price.

1958 Mercury Turnpike Cruiser, fully automatic, radio and heater, with full power equipment, a magnificent car; £2,650.

1958 Edsel Pacer, with push-button automatic transmission, radio and heater, full power equipment; £2,350.

1958 Plymouth Savoy, radio and heater, 6-cylinder engine; £1,775.

1957 Ford Skyliner retractable hard top saloon, automatic transmission, radio and heater; £2,350.

1957 Fairlane 500, automatic, town and country, radio, heater; £1,775.

1956 Cadillac Fleetwood Sixty Special, automatic transmission, power brakes, steering, windows and seat, radio and heater; £2,650.

1956 Pontiac Star Chief convertible, automatic, power brakes, steering, windows and seat, radio and heater, with power hood; £1,875.

1956 Ford Meteor station wagon, radio, heater, fully automatic, steering, windows and seat.

1955 Ford Country Squire station wagon, radio and heater, with the small 6-cylinder engine, finished in blue with wood grade panels, this car is as new throughout; £1,375.

1955 Studebaker Commander 2-door Farina-type sports saloon, automatic transmission, fitted heater, superb condition throughout; £1,055.

1955 Chevrolet hard top saloon, radio and heater, very clean and sound car; £895.

1954 Ford Sunliner convertible, automatic, with full power equipment; £895.

1953 Buick Super, automatic drive, radio and heater, finished in black and cream; £725.

1952 Chevrolet, r.h.d., 4-door, radio and heater, very nice car; £495.

1950 Oldsmobile 88 automatic, red; £465.

1950 Chevrolet r.h.d. saloon with 6-cylinder engine; offered at £300.

1948 Mercury convertible, power hood and windows, a very nice car, finished in red and cream; £295.

**FULL** h.p. and insurance facilities, part exchanges, welcomed, demonstrator arrangements.

**HALF WAY AUTOS.** Tel. Heronate 394. [C2150]

**SIMPSON'S OF WEMBLEY**

**FIRST** and foremost in American cars.

**NEW** and good quality used.

**EARLY** and immediate delivery

**R.H.D.** Ford Fairlane 500 Town Sedan and Town Victoria, auto, trans., r. & h., power brakes, w.w.v. tyres, Styletone paint and many other extras; from £2,645.

**R.H.D.** Ford Custom 400 Fordor sedan; £2,037 17.

**R.H.D.** Ford Country Sedan, auto, trans.; £2,460.

**SKYLINE** retractable saloon, auto, trans., power brakes, steering, windows and seat; £2,650.

**FORD** convertible sunliner, auto, trans., radio and heater; £2,678.

**THUNDERBIRD** hardtop 4-seater, 2-door, £3,293; 2-door convertible, 2-door, £3,538 7.

**R.H.D.** Plymouth Fury 4-door sedan and 4-door hardtop, auto, trans., radio and heater, power brakes, etc.; £2,995.

**R.H.D.** Dodge Custom Royal, auto, trans., power brakes, radio and heater, etc.; £3,346.

**MERCURY** Monterey 2-door saloon, £2,537; Monterey convertible, auto, trans., power brakes, steering, windows and seats, radio and heater, electric top, £3,400; Park Lane 4-door hardtop, £3,631; Commuter station wagon, £2,867.

**R.H.D.** 1958 Plymouth Belvedere, push-button automatic, power brakes, r. & h., one owner, 1,000 miles.

1959 r.h.d. De Soto hard top convertible, power steering and brakes, r. & h., fully equipped, 1,000 miles only.

1957 Buick Century 4-door hard top, power steering and brakes, r. & h., whitewall tyres, low mileage.

1956 r.h.d. Ford Fairlane, automatic transmission, r. & h., white side, whitewall tyres; choice of 2.

1956 Cadillac 62, hydraulic power brakes and steering, r. & h., 12,000 miles, immaculate, colour blue.

1956 Buick Special, r. & h., all extras, immaculate car.

1956 Ford Fairlane, l.h.d. 4-door hard top, r. & h. (Nov.) Packard, l.h.d., all extras, low mileage, choice of 2.

1955 Chevrolet shooting brake r. & h., all extras.

1954 Chevrolet r.h.d., r. & h., exceptional car, fully equipped.

1952 De Soto 2-door saloon, r. & h., all extras.

**ENGLISH** American and Continental cars taken in part exchange; terms, insurance and tax facilities.

**345** 8691/4422, 9 a.m.-7.30 p.m. [C4015]

1958 (July) Lincoln continental Mk. III convertible, guaranteed 2,000 miles only, the one in the country, fully equipped, cruiseomatic transmission, power steering, power brakes, electric seats and windows, continental kit, finished in sunset with interior to match, the last word in luxury motoring, in absolutely new condition at nearly £1,000 under list price.

**LINCOLN STREET MOTORS (BIRMINGHAM), 1a, Lincoln St., Balsall Heath, Birmingham. Tel. Calthorpe 3751.** [C3153]

## AMERICAN CARS

## SCOTT CARS.

SEE our advertisement under Buick, Chevrolet, American Ford, Nash, New American Cars, Oldsmobile, Pontiac, Studebaker.

**SCOTT CARS,** 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016/1]

**GREENFORD AUTOS** offer:

1957 Ford Fairlane, blue and ivory, r.h.d., fully automatic; £1,795.

1956 Buick Century, ivory and blue, radio, heater, power brakes and steering; £1,785.

1956 Oldsmobile 98 2-tone blue, radio, heater, power steering and brakes, whitewall tyres, automatic, immaculate condition; £1,659.

1956 Ford Fairlane, black, automatic, radio, heater, r.h.d.; £1,250.

1956 Nash shooting brake, red, radio, heater, overdrive, l.h.d., seat covers; £950.

1955 Pontiac convertible, ivory, power brakes and all-electric; £1,499.

1955 Chrysler New Yorker, blue metallic du tone, power steering/brakes, electric windows, radio, heater, immaculate car; £1,473.

1955 Lincoln, blue/ivory, radio, heater, power brakes/steering, whitewall tyres, automatic, a specimen car; £1,285.

1955 Ford Fairlane, r.h.d., radio, heater, automatic; £1,045.

1955 Dodge, blue and white, power brakes/steering, whitewall tyres, immaculate condition; £899.

1954 De Soto, green/silver, r.h.d., radio, heater; £845.

1952 Cadillac Fleetwood, green and black, radio, heater; £950.

1951 Buick, r.h.d., radio, heater; £465.

& '51 Chevrolet, ex-U.S. Army, from £185-£250; choice of 10.

1949 Ford, heater, black, red leather interior, as new, r.h.d., £200 recently spent, must be seen to be believed; £495.

**NEW** low deposit terms, immediate hire purchase and insurance, open until 8 p.m.

**GREENFORD AUTOS,** Mansell Rd., Greenford. Tel. Waxlow 2617 5028. [19418]

**EDDIE HUBER MOTORS** offer:—

1955 Chevrolet Bel-Air auto, all extras, low mileage, one owner; £999.

1951 Cadillac coupe de ville Hydramatic, 40,000 miles, one owner, many extras; £899.

1953 Buick 4-door special automatic, all extras, 2-tone paint; £799.

1954 r.h.d. Pontiac Chieftain sedan, low mileage; £699.

1954 Chevrolet Bel-Air 4-door, one owner, in new condition; £799.

1954 r.h.d. Chevrolet 4-door sedan, 2-tone paint, all extras; £799.

1951 Packard automatic saloon, 2-tone grey; exceptional condition throughout; £499; exchanges and terms arranged.—Eastern Ave., Ilford, Valentine 4674. [C2151]

**JOE THOMPSON (MOTORS), Ltd.**

**OFFER** a selection of American station wagons.

**NEW** r.h.d. Ford Fairlane 9-seater, Fordomatic radio, heater.

**NEW** r.h.d. Chrysler, Plymouth and Ford Fairlane saloons.

1956 Ford Country sedan, also 1955 radio, heater, etc.

**SEE** also separate headings.

**91—95, Fulham Rd., South Kensington, S.W.3. Tel. Kensington 4858.** [C4023]

**DESBOROUGH PARK AUTOS** offer:—

1957 Buick Roadmaster Riviera, red and white, every extra, low mileage; £1,975.

1948 Ford Super de luxe; £223.

1955 reg. Studebaker Champion maroon; £245.—Oxford 78361. [C2129]

1958 Fairlane, finished in bronze and white, works release orange.

**JUNE** 1956 Chevrolet Bel-Air pillarless saloon, as new throughout.

**BJ MOTORS, Ltd., Penketh 2311 (Lanes).** [19567]

1957 Chevrolet Bel-Air, pale green with pale and dark green interior l.h.d., power steering, radio and heater, magnificent car throughout; £1,450.

1952 Chrysler Plymouth dt. luxe, l.h.d., specimen car for its year, dark grey, maroon top, radio and heater; £525.—Spicers Car Sales, Tel. Hitchin 2037. [C4131]

**£666!!!**—Chevrolet Bel-Air de luxe saloon, immaculate specimen, 1955-4 model, in outstanding condition.

**£444!!!**—Mercury super modern 2-door 6-seater sports sedan, excellent condition and value.

**LAMBS OF WOOD GREEN (Established 1897).**—100 cars, written guarantee; exchanges; easiest terms.—421-423, High Rd., Finchley. Finchley 6222. [C2052]

**BRITISH & COLONIAL MOTORS, Ltd.,** offer the finest selection of new and used American cars in the United Kingdom:—

**THE** 1959 Chevrolets are here.

1958 Oldsmobile Super 88 4-dr. holiday sedan; every conceivable extra; 7,000 miles; £2,295.

1958 Chevrolet Bel-Air r.h.d. 4-dr. saloon, radio, heater; 10,000 miles; £1,995.

1957 Chevrolet Bel-Air r.h.d. 4-dr. hardtop saloon, radio, heater; £1,695.

1957 Chevrolet r.h.d. Brookwood station wagon, radio, heater; 15,000 miles; £1,750.

1956 Plymouth Savoy r.h.d. 4-dr. saloon, automatic, radio, heater; £1,095.

1955 Chevrolet r.h.d. 4-dr. sedan, heater; £945.

1955 Chevrolet Bel-Air l.h.d. 4-dr. saloon, Power-glide, radio, heater; £995.

1954 Chevrolet 210 r.h.d. 4-dr. saloon; £895.

1953 Chevrolet 210 r.h.d. 4-dr. saloon, radio, heater; £795.

**BRITISH & COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]**



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AMERICAN CARS

**AZ MOTORS** offer Ford Mercury r.h.d. reg. 1951, beautiful condition; £295. Also 1954 Dodge r.h.d., new engine just fitted, radio, heater; £250!—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

**LINCOLN STREET MOTORS (B'HAM)**, Ltd., the Midlands leading motor agents, sole agents for the Midlands area for the American and Canadian Fords, for immediate delivery; the full range of 1959 Fairlaine r.h.d., choice of colours.

**1959** Ford Fairlane, right-hand drive, choice colours, immediate delivery, list price.

**1959** new unregistered Ford Ranchwagon; list price.

**1959** Thunderbird, early delivery.

**1959** Lincoln, early delivery.

**1959** Mercury, early delivery.

**1959** Edsel, early delivery.

**1957** (November) Chevrolet Bel Air convertible, automatic transmission, power operated hood, guaranteed 8,000 miles only, absolutely as brand new throughout; £1,695.

**1957** Chevrolet 4-door Ranchwagon, automatic transmission, 14,000 miles, in magnificent condition; £1,695.

**1957** Thunderbird (registered 1958), soft top, hard top, power brakes, electric windows, seats, etc.; genuine 11,000 miles only, in ex-works condition throughout; £1,995.

**1956** Hudson Rambler, right-hand drive, radio, heater, overdrive, most beautifully maintained; £895.

**1955** Ford Customline r.h.d., automatic transmission, radio, heater, etc., 2-tone finish, 21,000 miles only, in outstanding condition; £895.

**1955** Dodge convertible, attractive 2-tone finish, automatic transmission, power operated hood, chauffeur maintained and whole car in brand new condition throughout; £1,395.

**1955** Packard Clipper Customs de luxe sedan, in really outstanding condition throughout; £1,295.

**1955** Packard Custom de luxe sedan, genuine 24,000 miles from new, fully equipped with automatic transmission, power steering, power brakes, automatic suspension, the last word in luxury motoring, in the finest example we have ever seen for its year; £1,495.

**1951** Chrysler New Yorker, late property of well-known personality, in magnificent condition throughout; £595.

**1950** 51 Chevrolet 2-door sedan, a magnificent example; £295.

**1948** Chrysler 2-door club sedan, right-hand drive, in magnificent condition; £295.

**ALL** the above and many more to choose from. A most available 10% deposit balance repayable to suit your own convenience; demonstrations without obligations anywhere arranged, open 9 till 8, Sundays 10 till 2.

**LINCOLN STREET MOTORS (B'HAM)**, Ltd., Lincoln St., Balsall Heath. Tel. Calthorpe 3751-2-3. [C3153]

**THE** sensational '59 Chevrolet Impala 4-door hard top right-hand drive models are available with 6 and V8 engines, automatic transmission, power brakes and steering, choice of colours, now available for immediate delivery; terms and part exchanges our speciality.—Sole Midlands Distributors, D. & F. Motors, 6 & 8, Holloway Road, Birmingham. Tel. Midland 0049. [0110 R]

**LINCOLN Premier**, 1956, fully equipped with automatic transmission, power brakes, power steering, electric windows, seats, Autronic eye and every conceivable extra, making it the most complete car for sale today, a really magnificent example at only a fraction or original cost; terms, exchanges; open 9 till 8, Sundays 10-2.

**LINCOLN STREET MOTORS (B'HAM)**, Ltd., Lincoln St., Balsall Heath, Birmingham. Tel. Calthorpe 3751-2-3. [C3153 2]

**1959** Ford Fairlane Country Sedan, 400 miles only, this vehicle was purchased only last week by a managing director which has proved unsuitable for business requirements, cost £3,070, will sell or exchange for 6 low mileage small h.p. cars suitable for commercial travellers; hire purchase will be required; appointment to view—Cant. Beverley Hills, 156, Westcliff Rd., Kirkella, Hull. Tel. Kirkella 58061. 19227

## American Cars Wanted

**WANTED**, 1956-7 Ford Fairlane.

**GB MOTORS**, Ltd., 199-201, Brighton Rd., South Crofton. Cro. 2652-3. [0571 R]

**LEX**—Sole distributors in the U.K. for Oldsmobile require good used American cars of all makes. GARAGES, Ltd., 2, Lexington St., Piccadilly, W.1. Gerrard 8600. [0402 R]

**BRITISH & COLONIAL MOTORS**, Ltd., distributors for London and Home Counties, require good Chevrolet cars—77, St. Martin's Lane, W.C.2. Temple Bar 3538. [W1027 R]

## ARMSTRONG SIDDELEY

**P & J** PASS & JOYCE, Ltd., England's largest distributors, offer ever-changing selection of good used Sapphires.

**ALL** cars have been carefully works serviced by specialist mechanics and carry out a 4 months' guarantee; demonstrations anywhere at any time.

**1956** Armstrong 254 saloon, blue with blue interior; £765.

**1957** Armstrong 236 saloon, synchromesh, one owner, green with green interior; £895.

**1954** Armstrong Sapphire saloon, synchromesh, one owner, black with brown interior; £635.

**1956** Armstrong Sapphire saloon, automatic, one owner, green with green interior; £885.

**1955** series Armstrong Sapphire saloon, preselector, power operated steering, twin carb., one owner, duo grey with red interior; £745.

**PASS & JOYCE**, 184, Great Portland St., W.1. Museum 1001. [C3039]

## ARMSTRONG SIDDELEY

**GUY SALMON AUTOMOBILES**.

**FOR** the superb new Star Sapphire; may we demonstrate this to you?

**OFFER** the following used examples:—

**1958** (June) Armstrong Siddeley Sapphire 346 grey red upholstery, bucket seats and armrests, 4,000 miles as new; £1,395.

**1957** Armstrong Siddeley Sapphire, automatic gear box, saloon, grey-red hide, low mileage, radio, excellent condition; £1,095.

**1954** Armstrong Siddeley Sapphire, 2-tone grey, red hide, radio, extremely well maintained example; £695.

**ARMSTRONG SIDDELEY** specialists for new or used Armstrong Siddeleys; sales and service.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

## SCOTT CARS.

**1955** series Armstrong Sapphire, automatic, radio, heater, one owner, excellent condition throughout; £695.

**1953-4** box, reconditioned engine just been fitted; £525.

**1952** Armstrong Hurricane, drop head, synchromesh gear box, just been respayed, a very nice car; £345.

**SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 5676 7779. [C4016]

## CAR MART, Ltd.

**OFFER** with 6 months' guarantee.

**£1295**—Armstrong Sapphire LWB limousine, radio, heater, reg. 1955. Euston 1212. CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

**H. BEART & Co., Ltd.**, offer:—

**1954** Armstrong Siddeley Sapphire saloon, blue with blue upholstery, fitted radio, heater, windscreen washers, wing mirrors, one owner, in absolutely superb condition; £595.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3345. [C1081]

**A&S** Ltd., Sapphire LWB car. See our selection under Limousines.

**A&S** LPE & SAUNDERS, Ltd. (Limousines Purchased), 316, Providence Court, North Audley Street, (Near Selfridges), Mayfair 2941. [C1006]

**1954** Armstrong Siddeley Sapphire B.r.g., synchromesh, heater; £585.—Woodlands, Coleman St., Southend 6100. [3341]

**1956** Armstrong Sapphire saloon, blue, fully equipped with automatic and overdrive, 17,000 miles only; immaculate; £825.—Oxshott 2041. [C3181]

**£699**—Automatic Sapphire, spotless black cellulose, only one owner, choice another in mint condition.

**L. KINGS OF WOOD GREEN** (Established 1897)—100 L cars; written guarantee; exchanges; easiest terms.—421-423, High Rd., Finchley. Finchley 6222. [C2052]

**1955** Armstrong Siddeley 2-tone green; £850.—Potter Parsons & Parsons (Garages), Ltd., 10, Potter St., Harlow. Potter 121. [C3038]

**1954** Sapphire r. & h. preselector, one owner, blue; £565.—J. & K. Williams Motors, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5288. [C4111]

**1955** Armstrong Siddeley Sapphire saloon, two-tone colour, radio, heater, whole car in really beautiful condition throughout; £650.—Perivale 7366. [C4117]

**1955** Armstrong Sapphire saloon, automatic, one owner, black with beige interior; £725.—Windovers, Ltd., The Hyde, Hendon. Colindale 4051. [C4116]

**1955** Sapphire 346 saloon, automatic, 2-tone, one owner, low mileage; £695; terms, exchanges.—Palmer, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3039]

**1956** Armstrong Sapphire 346 automatic, grey, radio, heater, radio, power steering, side control; £895.—Pullers of Coombe, Kingston By-Pass, S.W.20. Malden 3666-7. [C2113]

**SAPPHIRE** Four Light sports saloon, 1954, duo green, p. preselector box; £645, exchanges, terms.—Slocombe, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869 and 3934. [C4017]

**£725**—1956 Armstrong Siddeley Sapphire, automatic, power steering, electric windows, radio, heater, etc., one owner, duo tone green, cost £2,400.—Tel. Camberley 1035. [9558]

**CASS'S MOTOR MART**—1952 Armstrong Whitley saloon, duo grey, engine just reconditioned, outstanding condition, written guarantee.—S. Warren St., W.1. Euston 4110. [C1040]

**1954** Sapphire duo-tone saloon, 31,000 miles, maintained regardless of expense, fitted power steering, servo brakes, T. Country tyres rear wheels, etc., complete works history; £625.—Lytelton Garage, Ltd., Speedwell 3500 3550. [8250]

**395**—Armstrong Siddeley, 1952, Whitley 6-light saloon, black, brown leather, preselector, radio, heater, excellent condition, written guarantee; choice of 3 Armstrongs; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**1951** Lancaster 18hp saloon, finished in Oxford blue with grey flash and upholstered throughout in pale grey hide with Trianon seat covers, property of very careful engineer owner, driver, who has personally carried out all his own servicing and maintenance on the vehicle since it was brand new, major engine and gearbox overhauls, less than 4,000 miles back, preselector gears, 40 guinea press button radio, usual heater, air-conditioning and almost new tubestics tires; £365.

**450** priced catalogue.

**CAMDEN MOTORS**, Leighton Buzzard 2041; open until 9 p.m. Open Sundays 10 a.m. to 1 p.m. On restricted hire purchase terms; exchanges. [C1035]

## ARMSTRONG SIDDELEY

**1957** model Armstrong Siddeley Sapphire automatic saloon, special high speed compression engine, mileage 22,000; £845.—Gavin Fairfax, Ltd., Virginia Water. Tel. Wentworth 3154. [C2099]

**Armstrong Siddeley Cars Wanted**  
**A&S** LPE & SAUNDERS, Ltd., require 18hp or Sapphire 316 limousines in above average condition. [9472]  
316, Providence Court, North Audley Street (Near Selfridges), Mayfair 2941. [W1006]

**ROWLAND SMITH'S**, the Armstrong Siddeley buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

**WANTED**, Armstrong Whitley saloon, must be pre-selecta, good price paid for good and sound car.—Box 2955.

**ARMSTRONG** 316 saloon required, automatic, cash payment.—Greenways, 51, Aylesford Rd., Winchester. [W4057]

**ALMOST** new Armstrongs required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016]

**ARNESTON MOTOR Co., Ltd.**, 28, Albemarle St., W.1, the Armstrong Siddeley specialists, are ready buyers of good Armstrongs.—Hyde Park 9523. [W1109]

## Armstrong Siddeley Spares and Service

**ARCOT**.

**KENSINGTON** 7301, 7321.

**ARMSTRONG SIDDELEY** specialists: every kind of overhaul or repair, 48-hour exchange engine, gear box supply, fitting or reconditioning own units, etc., all models, ranges, pre-post-war, work guaranteed; trade, retail.—Arcot Engineering, Ltd., 169, Fulham Rd., Chelsea, S.W.3. [0644 R]

**BIRMINGHAM**—Joint distributors: pre-post-war spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Cope St., Birmingham, 16. Edg. 0916. [0548]

**FULL** repair and overhaul service for Armstrong cars, including (incorporating) the Armstrong Engineering, Ltd., child's place, Earls Court Rd., S.W.5. Fre. 8181. [0096 R]

## ASTON MARTIN

**BROOKLANDS OF BOND STREET**.

**CONCESSIONAIRES** for London, S. & E. England.

**1959** Series Mark III saloon, under 2,000 miles, low mileage.

**1956** (Nov.) DB2-4 hard top, one owner, low mileage.

**1954** Mark III saloon and drop head coupe for delivery.

**103** New Bond St., London, W.1. Mayfair 8351. [C1029]

## GUY SALMON AUTOMOBILES offer:—

**1958** (July) Aston Martin DB Mark III saloon, British racing green beige hide, 5,000 miles, quite as new; £2,595.

**1953** considerable amount spent on it and is in excellent condition, recently recellulosed, imperial crimson, chromium plated wheels, recommended as a low-priced Astoa at £1,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

**COOMBS & SONS (GUILDFORD)**, Ltd.

**ASTON MARTIN** 3-litre sports saloon, 1958 model, A one owner, primrose and blue, disc wheels on front wheels, 12,000 miles only, fitted radio, etc., a beautiful Aston in every respect, Avon tyres just fitted new; £2,675.

**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907. [C1057]

**TANKARD & SMITH (CHELSEA)**, Ltd., offer:—

**1956** Aston Martin DB Mark II saloon, duotone, green silver, 19,000 miles, heater, radio, magnificent car; £1,950.—194-195, Kings Rd., Chelsea, London S.W.3. Tel. Flaxman 4801 (5 lines). [C4025]

**£770**—1949 Aston Martin DB2, ex-works team car, UMC 66.—Tel. Camberley 1033. [9550]

**1954** DB2-4 saloon, green, mileage only 21,500, as a second car used for business, one owner; £1,400.—Tel. Western 9229 or write box 2866. [9473]

**BARTLETT**—Aston-Martin 1956 Mark III, 8,000 miles, one owner, many extras; £2,550.—27, Pembroke Villas, W.11. Busways 0523. [C1013]

**£1390**—DB2-4 3-litre, black, grey top, magnificent.—Cooper, 171, Birchfield Rd., Birmingham, 19. Northern 5782. [9248]

**1957** Aston Martin DB2 Mark II, all extras; £1,945.—Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Tel. Hoddeston 4367. [C3001]

**1955** (July) DB2-4 3-litre black red, genuine 29,400, new set of Avon Turbospeeds, immaculate condition; £1,695.—Marsh Autoservices, Chorley. Tel. Chorley 4438. [9421]

**1955** Aston Martin DB2-4 3-litre, British racing green with beige leather upholstery, 24,000 miles, works history.—Francis Motors, 593, Humberside Rd., Leicester. Tel. 68034. [C2131]

**ASTON MARTIN** Mark III, with many extras including radio, loose covers and Borani wheels, total mileage 3,142; £2,950.—View by appointment with Mr. Donald Campbell at Roundwood, Horseshill, Horley, Surrey. Tel. Norwood Hill 16. [9252]

**PARADE MOTORS (MITCHAM)**, Ltd., offer 1937 Aston Martin 2-litre 4-seater sports in superb condition throughout; £255; hire purchase arranged.—Parade Motors (Mitcham), Ltd., Monarch Parade, London Rd., Mitcham, Surrey. Tel. Mitcham 3552 7185. [C3026]

**1954** DB2-4 occasional 4-seater sports saloon in spotless green cellulose and beige hide, fitted radio, heater and Michelin X and just subject to major engine and axle overhaul, offered taxed and guaranteed at £1,345.—Rudds, Aston Agents, Worthing 7773. Demonstrations at your address. [9507]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ASTON MARTIN

**1957** Mark II hardtop occasional 4-seater saloon with genuine 12,500 miles total, looks and runs like new and fitted several expensive extras including radio, RS4 Dunlops, twin exhausts, etc., taxed and guaranteed at £2,150; another, one owner, low mileage but with the more normal aerodynamic coachwork, two-tone paint, chauffeur maintained, faultless history: £2,075.—Rudda, 41, High St., Worthing, Aston main agents. Tel. 7775/4 for demonstration at your address. [C1995]

## Aston Martin Cars Wanted

**BARTLETT**—Contact us before selling or exchanging your Aston Martin.—27, Pembroke Villas, W.11, Bayswater 0523. [W1013]

**ROWLAND SMITH'S**, the Aston Martin buyers: highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. [W4013 R]

## AUSTIN A30

**WARWICK WRIGHT, Ltd.**, offer:—

**1955** Austin A30 4-door saloon, black, red upholstery; £415.  
**WARWICK WRIGHT, Ltd.**, 393, Edgware Rd., N.W.2, Gladstone 0041. [C4137]

**1955** Austin A30 2-door saloon, undersale, heater, one owner; £390.—Le Grice Elms, 197, Old Brompton Rd., S.W.7, Kensington 2477. [C2035]

**1953** A30 4-door de luxe, blue, with heater; £345.—Carris Motors, Ltd., 104-6, Bromley Rd., Catford, S.E.6, Tel. Hither Green 3451. [C1134]

**1955** Austin A30 saloons; choice of colour, 2- and 4-door, from £410.—Herbert & Mills, Church Rd., Ashford, Middlesex. Tel. 2960 and 2678. [C2035]

**1954** series Austin A30 4-dr. saloon, green tan upholstery, delightful little car; £375.—Michael Christie Motors, Bicester Rd., Aylesbury, Bucks, Tel. Aylesbury 4727. [C1034]

**375 gns.**—Austin A30 late 1956 2-door saloon, good tyres, excellent condition, written guarantee; choice of 3; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4015]

## Austin A30 Cars Wanted

**ROWLAND SMITH'S**, the A30 buyers: highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. [W4013 R]

**!!! Estate Cars, Ltd.**, the Utility Specialists, urgently require A30 Countryman.—441, Upper Richmond Road West, East Sheen, S.W.14, Prospect 7648-9. [0573 R]

## AUSTIN A35

**H. A. SAUNDERS, Ltd.**

**1957** Austin A35 2-door saloon, tweed grey, red upholstery, recorded mileage 9,049, heater; £515. [C4092]

**H. A. SAUNDERS, Ltd.**, 836-842, High Rd., North Finchley, N.12, Hillside 5272 (8 lines). [C4092]

**R. HARDY & SON** offer:—

**1958** Austin A35 2-door saloon, fitted heater, low mileage, one owner; £495-52-55, Marylebone High St., W.1, Hunter 0942. [C3533]

**HAROLD RADFORD & Co., Ltd.**

**1958** (March) A35 2-door saloon, heater, 15,000 miles, grey; £525.—Kensington 6642. [C4147]

**1957** (Sept.) A35 2-door saloon, duo tone black/red, one owner, 15,000, taxed; £495.  
**THE BLACK HORSE GARAGE**, 174-176, Sheen Rd., Richmond 6441. [C1116]

**A35** 1957 (June), blue, 10,000 miles, perfect, one owner; £485.—Lib. 4805, after 6 p.m. 19260

**1958** Austin A35 Countryman, under 6,000 miles, spruce green; £575.—Autosales, 28-30, High Town Rd., Luton. Tel. 3954. [19516]

**1957** Austin A35 Countryman; £515.—Rawlings, Tudor Garage, Ltd., 928-931, Fulham Rd., S.W.6, Renown 2281. [C4132]

**1956** (October) A35 Countryman, grey, heater; £485.—Carris Motors, Ltd., 104-6, Bromley Rd., Catford, S.E.6, Tel. Hither Green 3451. [C1134]

**1957** (May) Austin A35 4-door saloon, blue, heater, excellent condition; £485.—Cattermole's (Garage), Ltd., 79, Pentonville Rd., N.1, Terminus 1001. [C1180]

**MAYFAIR GARAGES, Ltd.**—1957 (Dec. '56) A35 2-door, grey, heater, one owner, 8,000 miles, almost as new, guaranteed; £485.—Bishops Bridge Rd., W.2, Amb. 1061. [C3009]

**A35** 2-door, 1958, spruce green, one owner, heater, sun visor, wipers, trim, fog lamps, etc.; £535; h.p. terms, part exchanges, cars or motor cycles.—Slocumbes, Ltd., 38-52, Dudden Hill Lane, N.W.10, Willesden 4669 and 3934. [C4017]

**ROWLAND SMITH'S**, the Austin A35 buyers: highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. [W4013 R]

## AUSTIN 10

**1947** model Austin 10 de luxe saloon, good runner, 4 almost new tyres, economical; £165.—Bray Motors, 180-184, West End Lane, N.W.8, Hampstead 6490. [C1024]

**1955 gns.**—Austin 10 October 1946 de luxe saloon, black, sliding head, leather, heater, seat covers, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

## AUSTIN A40

**SWANMORE GARAGE** offer:—

**1956** Austin A40 saloon, grey, with red leather interior, 20,000 miles, heater, fog lights, etc.; £565.  
**1176**—80, Christchurch Rd., Boscombe East, Bournemouth, Tel. Southbourne 43344-5. [C4024]

## AUSTIN A40

**1953** Austin A40 drop head coupe, blue and grey; £595.  
**CHARLES RICKARDS, Ltd.**, 56, Bayswater Rd., W.2, Pad. 3440, ex. C-37. [C3050]

**1955** Austin A40 Cambridge, black, heater, recon. engine; £475.  
**KENNINGS, Ltd.**, 84-90, Holland Park Ave. (next Holland Park Tube), Park 5077-8-9. [C3030]

**1954** (January) Austin A40, black heater, excellent condition; £445.  
**BRENT CROSS GARAGE**, Ford Distributors, Hendon Way, Hendon, N.W.4, Tel. Speedwell 1196-7-8. [C1097]

**AUSTIN A40 Cambridge 1956**, condition good, £425.—Phillips, 69, Revel Rd., Kingston-on-Thames, Malden 5805. [19476]

**1953** Austin A40 Somerset de luxe, heater, excellent condition throughout; £425.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26, Sydenham 6129. [C2063]

**AUSTIN A40 Somerset 1954**, just recellulosed; £425.—Phillips, 69, Revel Rd., Kingston-on-Thames, Malden 5805. [19477]

**265 gns.**—Austin A40 1950 Devon saloon, black, fawn leather, radio, heater, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

## Austin A40 Cars Wanted

**ROWLAND SMITH'S**, the A40 buyers: highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. [W4013 R]

## AUSTIN A50

**WARWICK WRIGHT, Ltd.**, offer:—

**1956** Austin A50 saloon, grey, heater; £545.  
**WARWICK WRIGHT, Ltd.**, 393, Edgware Rd., N.W.2, Gladstone 0041. [C4137]

**GUY SALMON AUTOMOBILES** offer:—

**1957** Austin A50 Cambridge saloon, grey red trim, 9,300 miles, excellent condition; £650.—Portsmouth Rd., Thames Ditton, Esher 5531-2-3. [C4001]

**1955** A50, immaculate, 17,000 miles only; £525.—Pinner Motor Co. Tel. Pinner 456. [C3105]

**£549**—1956 model Austin A50 saloon, grey, blue leather, heater, one owner, Havestock Garage, Havestock Hill, N.W.3, Gulliver 2662. [C2093]

**1955** (Aug.) Austin A50 Cambridge d.l. saloon, heater, screen washers, wing mirrors, seat covers, grey, one owner, exceptional; £538.—348, King St., Hammersmith, W.6, Riv. 2837-8. [C3130]

**1956** A50 de luxe, black, 24,000 miles, electric washers, heater, twin spots, exceptional condition; £555, terms, exchanges.—Chiltern Cars, 11A, Water Lane, Leighton Buzzard, Bedfordshire, Tel. Leighton Buzzard 2060. [19577]

## Austin A50 Cars Wanted

**ROWLAND SMITH'S**, the A50 buyers: highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. [W4013 R]

## AUSTIN A55

**H. A. SAUNDERS, Ltd.**

**1957** Austin A55 de luxe saloon, tweed grey, court grey, red upholstery, recorded mileage 21,029, heater; £735. [C4092]

**1958** Austin A55 de luxe saloon, black, red upholstery, recorded mileage 18,587, heater; £749. [C4092]

**1958** Austin A55 de luxe saloon, black, red upholstery, recorded mileage 17,575, heater; £735. [C4092]

**1958** Austin A55 de luxe saloon, duo blue, blue upholstery, recorded mileage 5,435, heater; £815. [C4092]

**H. A. SAUNDERS, Ltd.**, 836-842, High Rd., North Finchley, N.12, Hillside 5272 (8 lines). [C4092]

**R. HARDY & SON** offer:—

**1959** Austin A55 de luxe, Court grey, red upholstery, radio, one owner, in excellent condition throughout; £750.

**1958** Austin A55, black, red upholstery, one owner, fitted heater; £725.—52-55 Marylebone High St., W.1, Hunter 0942. [19590]

**R. S. CURRIE & Co., Ltd.**

**1957** Austin A55 de luxe, heater and overdrive, black, 21,000 miles, one owner, excellent condition; £725.—105, Westbourne Grove W.8, Bayswater 0085. [C1095]

**JAMES SPENCER, Ltd.**, offer:—

**1958** Austin A55 manicate de luxe saloon, fitted heater, loose covers, fog lamps and wing mirrors, finished in dual grey with red leather interior, one owner, 7,000 miles only, absolutely as new; £795.  
**JAMES SPENCER, Ltd.**, Broadway, Bexley Heath, Tel. Bex. 4263/4209. [C4134]

**WEYBRIDGE AUTOMOBILES** offer:—

**1957** Austin A55 de luxe saloon, dual tone blue with blue interior, heater, windscreen washers, 15,000 miles, one owner; £745.

**WEYBRIDGE AUTOMOBILES, Ltd.**, 30, Queens Rd., Weybridge, Surrey, Weybridge 2235, extn. 19. [C4094]

**NORMAN ROUNDHILL**, Ashted offers:—

**1958** A55, one owner, as brand new; £765.—Tel. Ashted 34 and 3440. [19413]

**PARK MOTORS (KINGSTON)**, Ltd., offer:—

**1958** Austin A55, radio, heater, screenwashers, duo tone grey and blue, red leather upholstery, 18,000 miles, one owner; £795.—187-193, London Rd., Kingston-on-Thames, Kingston 7610. [C3124]

**1958** (Jan.) Austin A55 saloon, heater, 19,000 miles, one owner; £745.  
**GEORGE NEWMAN & Co.**, 369, Euston Rd., London, N.W.1, Eus. 4466. [C5023]

**1958** Austin A55 Cambridge de luxe, grey, 12,000 miles; £745.

**DUNSDON & ELIAS**, Ace of Spades, Great West Rd., Hounslow, Middx. Tel. Hounslow 5476. [C1195]

## AUSTIN A55

**HEARSES?** We are building deck bearer bodies on A LPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102]

**1957** Austin A55 de luxe, grey/ivory, superb condition, one owner, heater; £725.  
**PREMIER MOTORS**, 295, Lewisham High St., S.E.13, Lee Green 1051. [C3063]

**1958** Austin Cambridge de luxe saloon, very low mileage, privately owned.  
**GROSVENOR MOTORS, Ltd.**, Rhyl, N. Wales 1880. [18405]

**1958** model A55 de luxe saloon, magnificent, guaranteed; £700, payments.—Vaughan, 17, Antwood Mews, S.W.7, Fro. 1319. [C4078]

**1957** Austin A55 Cambridge saloon, tweed grey with red upholstery, unmarked throughout, and recommended; £695.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Bdy., London, N.W.2, Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008]

**1957** (May) A55 Cambridge de luxe, radio and heater, 12,000 miles only, one owner; £725.—Barnes, 315, Finchley Rd., N.W.3, Hampstead 2221. [C1142]

**1958** (July) Austin A55 de luxe, court grey, with red leather, floor change, 3,400 miles only; £785.—Harold Hamblin (Cars), Ltd., Basingstoke, Tel. 19. [C2143]

**6000** miles only, 1958 (June) Austin A55, blue, with heater, £789.—Hendon Way Motors, 393-5, Hendon Way, N.W.4, Hendon 8011. [C3063]

**1958** (Nov.) Kingfisher blue saloon de luxe, grey upholstery, floor gear change, under 3,000 miles, taxed year; £535.—Ings Garage, Maidenhead 2149. [C2119/1]

**1600** miles only, 1958 A55 de luxe, black with red upholstery, heater, undersale, taxed year, absolutely as new; £625.—Murkett Bros., Ltd., Houghton Rd., Cambridge 3226. [19405]

**A55** 1956 de luxe saloon, tweed grey, court grey, heater, low mileage, one owner, immaculate, as new, B.M.C. guarantee, taxed year; £775.—West London Motors, 203-220, Fulham Palace Rd., Fulham 0066. [C4095]

**765 gns.**—Austin A55 April 1958 Cambridge de luxe saloon, duo tone blue, blue leather, heater, centre gear change, overriders, one careful owner, 10,000 miles, spare unused, written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

## Austin A55 Cars Wanted

**ALMOST** new A55 required immediately.—Morley, 76, Cambridge Rd., Kingston, Kingston 8888. [W5016]

**ROWLAND SMITH'S**, the Austin A55 buyers: highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. [W4013 R]

## AUSTIN 16 &amp; 18

**WARWICK WRIGHT, Ltd.**, offer:—

**1946** Austin 16 saloon, black, heater; £195.  
**WARWICK WRIGHT, Ltd.**, 393, Edgware Rd., N.W.2, Gladstone 0041. [C4137]

**HEARSES**, brochures available, we are building decks and bearers on the 16hp chassis; inspection invited.

**A LPE & SAUNDERS (COACHBUILDERS), Ltd.**, Station Approach, Kew Gardens, Richmond 1161. [C1102]

## AUSTIN A70

**CONNAUGHT ENGINEERING** offer:—

**1952** Austin A70 Countryman, very well maintained; £325.—Portsmouth Rd. (A3), Sand. Surrey, Ripley 3122. [C1132]

**1953** A70 saloon, sun roof, black, radio, one owner; £355.—Vandervort Bros., Ltd., 215, Havestock Hill, N.W.3, Swi 4441. [C4067]

**AZ** MOTORS, offer, 1953 Hampshire saloon, fitted loose covers, heater, spotted condition; £325; also 1951 Countryman, new engine fitted, radio, heater; £265.—Palmerston Rd., N.W.6, Mal. 4723. [C1011]

**295 gns.**—Austin A70 1950 Hampshire saloon, leather, radio, heater, excellent condition; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4013]

## AUSTIN A90 &amp; A90 (6-cylinder)

**CAR MART, Ltd.**

**OFFER** with 6 months' guarantee.  
**£595**—A90 Westminster, heater, reg. 1956  
**CAR MART, Ltd.**, 320, Euston Rd., N.W.1, Euston C 1212. [C1039]

**H. A. SAUNDERS, Ltd.**

**1956** Austin A90 de luxe saloon, black, red upholstery, recorded mileage 40,391, heater, electric clock; £565.

**H. A. SAUNDERS, Ltd.**, 836-842, High Rd., North Finchley, N.12, Hillside 5272 (8 lines). [C4022]

**B. J. HUNTER, Ltd.**, Austin agents, offer:—

**1955** A90 de luxe, fitted all extras; £550.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. [C2040]

**HENLYS** offer with 4 months' guarantee:—

**1956** Austin A90 saloon, one owner, cream and blue with fawn interior; £645.  
**HENLYS, Ltd.**, Parkway, Regent's Park, N.W.1, Gulliver 5721. [19531]

**1956** Austin A90, blue, radio, heater; £575.

**WEST STREET MOTORS (CROYDON)**, Ltd., 6-7, Dingwall Rd., Croydon, Tel. Croydon 9311. [19361]

**GORGEOUS** 1951 D.H.C. Atlantic, photographs; £375. "Windways", Bagshot Rd., Knaphill, Woking 3562. [19457]

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN A90 & A90 (6-cylinder)

**1956** A90, black, heater, £565.—Carris Motors, Ltd., 104-6, Bromley Rd., Catford, S.E.6. Tel. Hither Green 3451. [C1194]

**1951** (Oct.) A90 Atlantic hard top, radio, heater, many extras, new battery and tyres; immaculate; £585.—Sunderstead 2683. [19324]

**1956** (Oct.) A90, 20,000 miles, radio and heater, black red, immaculate; £585; h.p. available. —193, Avery Hill Rd., New Eltham, London, Tel. Eltham 2724. [19320]

**XXX** 1955 Austin Westminster saloon, beige, with green and beige upholstery, heater, clock, Ace Rimbellishers, written guarantee, terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom, Tel. 5611. [C2001]

## AUSTIN A95

**WEYBRIDGE AUTOMOBILES** offer:—

**1958** Austin A95 saloon, court grey with red flash, red interior, 9,000 miles, taxed December 1959, immaculate throughout; £695. [C4094]

**WEYBRIDGE AUTOMOBILES**, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094]

**LYNE, FRANK & WAGSTAFF**, Ltd., Tottenham Lane, Crouch End, N.8, Mountview 4401, offers:—

**1958** (February) Austin A95, one owner, 11,000 miles, Underseals; £895. [C2058]

**1958** Austin A95, radio, heater, 9,000 miles, 1958, Chelsea green flash; £950.—Circus Garage (Brighton), Ltd., Tel. 27045, 29545. [C1147]

## Austin A95 Cars Wanted

**AUSTIN A95** Countryman estate required, cash payment.—Greenways, 81, Alresford Rd., Winchester. [W4087]

**GEORGE NEWMAN & Co.** require for cash low mileage Austin A95 cars.—369, Euston Rd., London, N.W.1. Eus. 4466 (12 lines). [W3023]

## AUSTIN A105

**BENTALLS**, Ltd.

**1958** Austin A105 automatic, duo grey, radio, one owner; £1,095. [C1095]

**1957** Austin A105, overdrive, duo grey, radio, one owner; £895. [C1095]

**1957** Austin A105, overdrive, duo grey, one owner; £875.—Kingston-on-Thames. Kingston 1001. [C1095]

**CAR MART**, Ltd.

**OFFER** with 6 months' guarantee.

**£1195**—A105 Vanden Plas saloon, heater, speedometer reading 7,000 miles, reg. 1958. [C1059]

**CAR MART**, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059]

**CAR MART**, Ltd.

**OFFER** with 5 months' guarantee.

**£995**—A105 saloon, heater, auto, speedometer reading 12,000 miles, reg. 1958. [C1059]

**CAR MART**, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059]

**R. HARDY & SON** offer:—

**1959** Austin A105, overdrive, duo colour, works motor, heater; £1,150.—52-55, Marylebone High St., W.1. Hunter 0942. [19126]

**THE CATERHAM MOTOR CO.**, Ltd., offers:—

**1958** (March) Austin A105 saloon, court grey blue, heater, twin fogs, etc.; £995. [C1293]

**THE CATERHAM MOTOR CO.**, Ltd., Caterham 4242. [C1293]

**1958** Austin A105 with overdrive and Vanden Plas de luxe interior, only 3,500 miles, one owner, radio, heater (cost new £1,525); £1,295.—Steele Griffiths, S.E.5. Rodney 2201-6. [19490]

**1958** A105, just one year old, under 10,000 miles, carefully run in and serviced from new, dual blue, cost new on road £1,250, will accept £985, or part change 1959 small car.—Baions Cross Garage, Leominster, Tel. Leominster 2707. [19475]

## Austin A105 Cars Wanted

**GEORGE NEWMAN & Co.** require for cash low mileage Austin A105 cars.—369, Euston Rd., London, N.W.1. Eus. 4466 (12 lines). [W3023]

## AUSTIN A125 & A135

**CAR MART**, Ltd.

**OFFER** with 6 months' guarantee.

**£1225**—A135 Princess saloon, radio, sliding roof, heater, Mark III reg. 1956. [C1039]

**CAR MART**, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

**H. A. SAUNDERS**, Ltd.

**1956** Austin Princess saloon, black, beige upholstery, recorded mileage 43,988, heater, spot lamp; £965. [C4092]

**H. A. SAUNDERS**, Ltd., 836-842, High Rd., North Finchley, N.12, Hillside 5272 (8 lines). [C4092]

**HENLYS** offer with 4 months' guarantee:—

**1955** series Austin Princess, one owner, maroon with fawn interior; £945. [19539]

**HENLYS**, Ltd., Devonshire House, Piccadilly, W.1. Tel. Hyde Park 9151. [19539]

**PRINCESS** saloon 1956, immaculately finished in black with brown h.p. interior, one owner since new, faultlessly maintained and literally as new throughout; £995. [19539]

**SHEERLINE** long wheel base limousine 1951, one private owner, moderate mileage, very carefully done, forward occasional, division, radio and heater, new whitewalls, six months' guarantee; £995. [19539]

**CAMDEN MOTORS**, the limousine specialists, Leighton Buzzard 2041.—Write for special hire car catalogue and illustrated brochure; open until 8 p.m.; open Sundays 10 a.m. to 1 p.m.; unrestricted hire purchase terms; exchanges. [C1035]

## AUSTIN A125 & A135

**1952** Austin Sheerline; £320, n.p. terms.—Willesden 4548. [C1134]

**HERSESS** are building deck and heaters on the Princess and Sheerline chassis. Inspection invited. [C1102]

**A&S** Ltd., 125 and 135 L.W.B. seven-passenger cars. See under Limousines. [C1006]

**A&S** and **SAUNDERS**, Ltd. (Limousines Purchased), Providence Court, North Audley Street, (Near Selfridges.) Mayfair 2941. [C1006]

**£465**—1953-4 Austin Sheerline de luxe saloon, magnificent chassis, 31,000 miles, only 2 owners; choice 2; and one from £345. [C1006]

**LAMBS OF WOOD GREEN** (Established 1897)—100 cars, written guarantee; exchanges; easiest terms.—421-423, High Rd., Finchley, Finchley 6222. [C2052]

**1956** (Sept.) Austin Princess Mark III, one owner, chauffeur kept, low mileage, immaculate car; £1,165. [C1006]

**TAYLOR & CRAWLEY**, 42a, South Audley St., (entrance Adams Row), Mayfair, W.1. Gro 688. [C4036]

**AZ** MOTORS offer 1951 Sheerline, really beautifully kept, exceptional value; £345.—Palmerston Rd., N.W.6. Mai. 4523. [C1011]

**1951** Austin Princess saloon, black, 36,000 miles only, exceptional condition; £545.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

**LIMOUSINE**, 1957 Series, Princess LWB, automatic transmission, electric division, cloth rear, heaters, radio, one private owner, mileage 20,000, black. [C1006]

**LIMOUSINE**, LWB Sheerline, extra roomy coachwork, meeting three-abreast occasions, exceptional throughout, black, £990. [C1006]

**JACK ALPE LIMOUSINES**, 50 Marylebone High Street, W.1. (near Baker Street Station), Welbeck 1124. [C1103]

**1953** Princess, radio, heater, sliding roof, Ace Rimbellishers, washers, mirrors, good tyres, spotless condition inside and out; £575; consider exchanging for convertible.—St. Ives (Hunts) 2201. [19243]

**1956** (Sept.) Austin Princess Mark III, one owner, low mileage, radio, fog and pass, twin wine mirrors, immaculate condition; £1,195.—Elmbridge Motors, Ltd., Kingston By-Pass, Twickenham, Elmbridge 2254. [C4081]

**325**—Austin Sheerline, September 1949 de luxe saloon, black, sliding head, beige leather, radio, heater, excellent condition; written guarantee, terms, exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**Austin A125 and A135 Cars Wanted**

**ALPE & SAUNDERS**, Ltd., require L.W.B. Limousines and Saloons in above several conditions. [C1006]

**A&S** Ltd., Providence Court, North Audley Street (Near Selfridges.) Mayfair 2941. [W1006]

**7-PASSENGER** Princess Lwb limousine required, maximum price paid.—Jack Alpe, 50, Marylebone High St., W.1. Welbeck 1124. [W1105]

**XXX** Excellent cash price offered for good Austin A125 & A135 limousines.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0912. [W2003]

## AUSTIN GIPSY

**CAR MART**, Ltd.

**OFFER** with six months' guarantee.

**£495**—Gipsy, speedometer reading 13,000, reg. 1956. [C1059]

**CAR MART**, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059]

## AUSTIN HIRE CAR

**WILCOX & Co.** of Northolt.

**1949**—51 Austin hire car, replacement engine, from; £495.—Viking 2874. [C4152]

**A&S** Ltd., 16th Hirecars and 13-seater Omnibuses. See under Limousines. [C1006]

**ALPE & SAUNDERS**, Ltd. (Limousines Purchased), Providence Court, North Audley Street, (Near Selfridges.) Mayfair 2941. [C1006]

**TWO** 1950 Austin Hire cars, good condition, offers around £350.—Tel Southend 40172. [19419]

**CAMDEN MOTORS** for Austin hire cars, 7 models available for immediate use including the following:—

**AUSTIN** 16 4-door hire car limousine, late 1951 and previously owned by City corporation, used for the transport of executive personnel and with a very modest mileage in consequence, expertly maintained by qualified staff, original bodywork really immaculate and in first-class mechanical condition; £575. [C1035]

**CAMDEN MOTORS**, the limousine specialists, Leighton Buzzard 2041.—Write for special hire car catalogue and illustrated brochure; open until 8 p.m.; open Sundays 10 a.m. to 1 p.m.; unrestricted hire purchase terms; exchanges. [C1035]

## Austin Hire Cars Wanted

**ALPE & SAUNDERS**, Ltd., require 14hp Hirecars in good condition. [C1006]

**A&S** Ltd., Providence Court, North Audley Street (Near Selfridges.) Mayfair 2941. [W1006]

## AUSTIN MISCELLANEOUS

**TOM GARNER**, Ltd., offer:—

**1958** Austin A55 Cambridge de luxe sln., green, htr.; £775. [C2020]

**1957** Austin A95 Westminster sln., grey cherry, htr.; 6,000 only; £955. [C2020]

**TOM GARNER**, Ltd., 10-12, Peter St., Manchester, 2 Blackfriars 9265-6-7. [C2020]

## Austin Miscellaneous Cars Wanted

**ROWLAND SMITH'S**, the Austin buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

**WEYBRIDGE AUTOMOBILES**, Ltd., the Austin distributors, urgently require late type Austin—Tel. Weybridge 2233. [0541 R]

## Austin Spares and Service

**NORMAND**, Ltd.

**THE** best service only, highly skilled mechanics with efficient supervision. [0623]

**NORMAND**, Ltd., 406-9, King St., W.6. Riv. 3665. [0623]

**AUSTIN** spare parts.

**STOCKS** for all models, cars and trucks.

**S. G. SMITH (MOTORS)**, Ltd., for Austin spares and service.—13-19, East Dulwich Rd., S.E.22. New Cross 4444. [0374 R]

**THE CAR MART**, Ltd.

**LONDON** distributors.—Austin and B.M.C. spare parts for all models, cars and trucks. [0623]

**THE CAR MART**, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500) and 16, Uxbridge Rd., Ealing, W.3 (Ealing 6600); and 382, Streatham High Rd., S.W.16 (Streatham 0554); 165, Bromley Rd., Catford, S.E.6 (Hither Green 6111). [0160 R]

**AUSTIN** genuine spare and specialist service in the West End. [0623]

**S. MORRIS & COMPANY**, Cleveland Garage, Cleveland St., Tel. Mus. 1922. [0500 R]

**HAMMERSMITH**, W.6.—Rogers Garages, Wellesley Ave., W.6. Riv. 2644, Engineers, sales and service. [18054 R]

**AUSTIN** spares, all models, keen prices.—Withing, 18, Balham Hill, London, S.W.12. Battersea 3210. [0633 R]

**TANNER BROS.** (1919), Motorworks and Coachworks, appointed B.M.C. repairers.—371-5, Fulham Rd., S.W.6. Renown 4494-6. [0399 R]

**LANCASHIRE** specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton 4080. [0735 R]

**AUSTIN** 7 spares any year, any part, largest stockists in U.K.; exchange units; 19 Northwood's first.—Newington Causeway, S.E.1. Hop. 2852 2820. [0729 R]

**AUSTIN** parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, Bedford, Feltham, Middlesex. Tel. Feltham 6644 (5 lines). [0399 R]

**C. G. NORMAN (VICTORIA)**, Ltd., authorized Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Vic. 2211. [0271 R]

## AUSTIN-HEALEY

**B. J. HUNTER**, Ltd., Austin agents, offer:—

**1958** (November) Austin-Healey Sprite sports 2-seater, numerous extras, 1,700 miles only, guaranteed; £675. [C2040]

**B. J. HUNTER**, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

**AUSTIN-HEALEY**, 1955 series, green, modified engine, completely reconditioned; £335.—70, Antrobus Rd., Sutton Coldfield. [19453]

**BARTLETT**—Austin-Healey 1958 hard top, radio, 5,000 miles; £1,050.—27, Fernbridge Villas, W.11. Bayswater 0523. [C1013]

**AUSTIN-HEALEY**, 1957, 19,000 miles, red, black, spot lamps, heater; £960.—Wargrave Motors, Wargrave 206. [18427]

**1958** (Aug.) Sprite, red, all extras, 7,000 miles only; £635.—Hillingdon Motors, Western Ave. Tel. Uxbridge 8598. [C2135]

**1958** 109 6 de luxe, latest type engine, overdrive, wire wheels, etc., 5,000 miles, immaculate throughout; £1,095.—Bridge Garage, Pinner. [C3132]

**SCOTLAND**: The Hillhead Automobile Co., Ltd., 11, Gibson St., Hillhead, Glasgow, W.2. Tel. West 6666 or 6576. The Austin-Healey specialists. [0258 R]

**AUSTIN-HEALEY** 1956, Ivory, radio, heater, tonneau; £675, terms, exchanges. Dial Motors, 318, Shrewsbury, Sheffield, Tel. 20895. [19432]

**1955** Austin-Healey, overdrive, heater, wire wheels, Michelin X tyres, black, very well maintained; £650 or near offer.—Dawnier Motors, Ltd., Ewell By-Pass, Ewell, Surrey. Ewell 2382. [C2128]

**1955** Austin-Healey 100, cream, red interior, extras include screen washers, hard top, radio, overdrive; £635.—Woodcote Motor Co., Ltd., Epsom 1234. [C4143]

**ROSE & YOUNG**, Ltd., offer 1954 Austin-Healey 100, low mileage, immaculate condition; £595.—65-69, St. John's Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill station), Tulse Hill 6454. [C3057]

**1957-8** Austin-Healey 100 Six, blue, blue interior, overdrive, speed tyres, 10,000 miles one lady owner, immaculate condition; £995.—Barker & Shenton (Stone, Staffs), Ltd. Tel. 66. [19021]

**1955** Austin-Healey 100, detachable hard top, also standard hood, removable luggage grid, radio, mirrors, spot lamp, badge bar, taxed December; £635.—F. L. Cranmore, Ltd., Tel. Potters Bar 2040. [C1062]

**1955** Austin-Healey 100, ivory with red leather, radio, heater, overdrive, tonneau cover, Michelin X tyres, low mileage and immaculate; £640.—Puddle Garage, Ltd., Hampton Court Rd., Hampton Court, Kingston 3446 and 0358. [19518]

**AUSTIN-HEALEY** 1955, in Ivory with black leather, fitted 980 hard top-soft top, heater, overdrive, wire wheels, spot lights, washers, etc., most original and immaculate having only covered nominal mileage since new; £645.—Catskill Garage, Catskill, Bromsgrove, Worcs. Tel. Bromsgrove 2236. [19600]

**595**—Austin-Healey 100 1954 super sports 2-seater, ivory, blue leather, 4-speed gear box, overdrive, heater, screen washer, p.v.c. hood and tyres, Dunlop racing tyres, excellent condition; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith (Hampstead) (Hampstead Tube), Hampstead 6041. [C4018]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**AUSTIN-HEALEY**  
1958 Austin-Healey 100/6 series BM6, white, red upholstery, 10,000 miles, wire wheels, overdrive, H.M.V. radio, electrically propelled aerial, March head lamps, fog and spot heater, twin American reversing lights, twin boomerang wing mirrors, map reading light, one owner, perfect in every way; £1,000. Day telephone Belgavia 3468. [1939]

## Austin-Healey Cars Wanted

**ROWLAND SMITH'S**, the Healey buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018 R]

**PRIVATELY** required 100-6 2-4 seater for cash.—Tel. Arnold 5163. [1946]

**INSURANCE** write-off Sprite wanted.—P. T. Ross, 16, St. George's Rd., E. Twickenham. Popesgrove 2807. [1925]

**BARTLETT**—Consult us before selling or exchanging your Austin-Healey.—27, Pembroke Villas, W.11. Bayswater 0523. [W1013]

**ALMOST** new Austin-Healey required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 5885. [W3016]

**LOW-MILEAGE** Austin-Healey 100/6 and Austin-Healey Sprite wanted.—Hillhead Automobile Co., Ltd., 11, Gibson St., Glasgow. Tel. West 6968/6576. [0511 R]

## BEDFORD

1958 (May) Bedford gown van, 210 cu ft, excellent order, genuine 7,000 miles only since new; written guarantee; £575.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]

## BENTLEY (3½, 4½-litre and New 4½-litre)

**JACK BARCLAY, Ltd.**

**EXCLUSIVELY** for Rolls-Royce and Bentley.

**LARGEST** official retailers in the world; please write for stock list.

**JACK BARCLAY, Ltd.**, Berkeley Sq., Mayfair 7414 (open until 7 p.m.). [C1082 R]

## GE

1949 (late) Mk. VI 4½-litre Bentley with magnificent Freestone & Webb razor edge 4-door sports saloon, sliding sun roof, coachwork with graceful swept tail incorporating spacious luggage compartment. Mileometer reading 42,563, beautiful deep champagne and black, sparkling chromium, finest champagne tan leather, matching accessories, superbly polished woodwork, equipped ride control shock absorbers, servo assisted brakes, one shot chassis lubrication, H.M.V. radio, twin heaters, demisters, windscreen washers, fog lamp, tone horns, built-in picnic tables, sun visors, rear lighter, concealed ashtrays, automatic interior lighting, etc., absolutely superb specimen, written guarantee; 1,196 gns; hire purchase, exchanges.—Geoffrey Edwards & Co., Ltd., below.

1949 (late) Mk. VI 4½-litre standard steel 4-door sports saloon Bentley, beautiful pearl grey, finest grey leather, matching accessories, superbly polished woodwork, full flow conversion, all extras, etc., outstanding specimen, written guarantee; 925 gns; hire purchase, exchanges.—Geoffrey Edwards & Co., Ltd., Amberbury Lane, Harpenden, Hertfordshire, Harpenden 118 and 522. [C2000]

## PB. Ltd., offer:—

1952 4½-litre standard steel saloon.

1936 3½-litre Freestone & Webb razor-edged saloon; £375.

**PADDON BROS.**, 60, Cheval Place, South Kensington, S.W.7. Kensington 9477. [C3035]

## H. C. PAUL, Ltd.,

1954 Bentley H. J. Mulliner Continental saloon, black, light biscuit interior, 41,000 miles, synchromesh, in very exceptional condition throughout; £3,550.

1952 Bentley R type big boot saloon, black, red interior, exceptional condition; £1,875.

1950 Bentley standard steel saloon, grey, excellent condition; £975.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621-2. [C3039]

## JACK SMITH offers:—

1950 Bentley Mark VI, duo green, brown hide, excellent condition; maker's history; £1,075.—23, Bruton Place, Berkeley Sq., London, W.1. Mayfair 0061. [C4082]

## HAROLD SMITH, Ltd

1952 R-type SS saloon, black with red leather, recent top and bottom decarb, clutch, etc., above average condition; £1,575.

1937 4½-litre sports saloon by Mulliner, finished in 2-tone grey with red leather interior, complete engine overhaul; £450.

1936 4½ sports saloon by H. J. Mulliner, black with brown hide interior, radio and heater, comprehensive history; £425.

1936 4½ Park Ward saloon, grey with blue leather, both body and chassis in excellent condition; comprehensive history; £425.

1935 3½-litre sports saloon by Park Ward, finished in black with blue leather interior, engine overhaul 3,000 miles ago; £325.

1934 3½ sedanca drop head coupe by H. J. Mulliner, one owner; this car is in the most original condition you have ever seen and has been maintained regardless of cost; £550.

We are one of the largest repairers of Rolls-Royce and Bentley cars in Central London and you are invited to inspect our spacious workshop fitted with the specialised equipment required for the overhaul of these vehicles; a visit to us will convince all owners of the care and attention given under the personal supervision of our fully qualified Rolls-Royce engineers; please send for our comprehensive brochure.

129—131, Park Rd., N.W.8. Tel. Paddington 4295. [R393]

## BENTLEY (3½, 4½-litre and New 4½-litre)

**MANN EGERTON.**

1956 (October) Bentley S Series saloon, finished in sand and maroon with beige hide upholstery, one owner, 21,000 miles, in first-class condition; £3,375.—14, Berkeley St., W.1. Hyde Park 2073. [C2006]

## R. HARDY &amp; SON offer:—

1952 Bentley drop head foursome by Park Ward, duo grey with green upholstery, power operated hood and windows, 61,000 miles, history available, whole car in excellent condition; £2,350.—52-55, Marylebone High St., W.1. Hunter 0942. [1925]

## SANDERSON &amp; HOLMES, Ltd.,

**THE** official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent.

**BENTLEY** S series, coachwork by Freestone & Webb, first registered 1955, velvet green/cream, one owner, immaculate condition, mileage 26,000, guaranteed; this was the actual model which gained a Gold Medal; £4,700.

**BENTLEY** S series, June, '56, sand/sable, 25,000 miles only, one owner, serviced by us, immaculate, guaranteed; £3,850.

**BENTLEY** Mark VI saloon, 1950, black, coachwork by Freestone & Webb, two owners, in good condition for its years, sold by Messrs. Rolls-Royce, Ltd., chauffeur kept, guaranteed; £1,600.

**ROLLS-ROYCE** Silver Wraith saloon, 1948, coachwork by Park Ward, black, beautifully maintained, replacement engine recently fitted by Messrs. Rolls-Royce, Ltd., chauffeur kept, guaranteed; £1,600.

**ROLLS-ROYCE** Silver Wraith, 1948, James Young, two-door owner driver saloon, black, not used since engine overhauled by us; the coachwork and mechanical condition of this car is excellent; £1,500.

**A ROLLS-ROYCE** or Bentley car where the manufacturer's guarantee has expired carries our guarantee, which is operative in any part of the British Isles; part exchanges; credit facilities.

**LONDON** Rd., Derby. Bentley House, London Rd., Leicester. Tel. Derby 4771, Leicester 59685. [C4073]

## JAMES TAYLOR AUTOMOBILES.

**RETAILERS** and repairers Rolls-Royce and Bentley cars, offer a selection of used but reconditioned Bentleys.

1956 series Bentley S type automatic, 2-tone grey, radio and heater, 18,000 miles only, just as new; £3,995.

1952 Bentley Mk. VI big bore 4½-litre sun saloon, 2-tone grey, grey hide interior, radio and heater, beautiful condition, new tyres; £1,495.

1949 Bentley Mk. VI 4-door saloon by James Young, in sand and sable, radio and heater, almost as new; £1,395.

1938 Bentley 4½-litre sports saloon by Thrupp & Maberly, new tyres, beautiful condition throughout; £395.

**MANY** others that have been taken in part exchange from £699.

**JAMES TAYLOR AUTOMOBILES**, Bentley House, Findon Rd., Worthing, Sussex. Findon 3022. [C4027]

## S. P. BROUGHTON &amp; Co., Ltd.

**OFFICIAL** retailers Rolls-Royce and Bentley cars. Comprehensive range of used Rolls-Royce and Bentley cars (1947-'56), all with 12 months' guarantee, always in stock.

**S. P. BROUGHTON & Co., Ltd.**, Grove Garage, Cheltenham. Tel. Cheltenham 55374-5-6. [0334 R]

## FRANK DALE, Ltd., offers:—

**SELECTION** of engineer-checked pre- and post-war Bentleys with special coachwork; good Bentleys urgently wanted.—34, Bathurst Mews, Sussex Place, W.2. Pad. 5667. [C1177]

## SWANMORE GARAGE offer:—

1949 Bentley drop head foursome coupe by Park Ward, green with grey leather, power operated hood, radio, heater, etc., very attractive condition; £1,245.

1176—80, Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 43544-5. [C4024]

## JAMES SPENCER, Ltd., offer:—

1952 Bentley S.S. big bore sun roof saloon, fitted radio and heater, finished in dual grey with fawn leather interior, beautiful condition throughout; £1,465.

**JAMES SPENCER, Ltd.**, Broadway, Bexley Heath, Tel. Bex. 4263/4209. [C4134]

## JACK BOND (VINTAGE AUTOS).

**BRANCHES** in London; Hollywood, U.S.A.

**ENGLAND'S** finest selection of pre-war Bentleys, all immaculate and guaranteed.

**Park Ward** sports saloon, immaculate, choice of 4½ or 5 from £400.

**£425**—1937 Sportsman saloon by Park Ward, very new h.p. terms from 10% dep., bal. 3 years.

**VINTAGE AUTOS**, 105, Queensway, W.2. Tel. Bayswater 5929/8330. [C4079]

## MASCOT MOTORS, Ltd., offer:—

1947 standard steel saloon, black and blue, blue leather, full-flow engine, overhauled.

237—1231-2, Kensal Road, London, W.10. Ladbrooke [C3007]

## WESSEX MOTORS, SALISBURY.

**OFFICIALLY** appointed Rolls-Royce and Bentley Retailers.

1958 Bentley S type saloon, with automatic transmission, power-assisted steering, 8.1 compression engine, 16,000 miles.

**PHONE** Mr. Moules, Salisbury 3275. [C4087]

## RODNEY HOWARD &amp; Co., Ltd., offer:—

1949 Bentley drop head convertible by Park Ward, power hood and windows, 2-tone green, £400 spent, bills to show, first class condition; £1,545.—16, Albemarle St., London, W.1. Hyde Park 7166. [C2136]

## BENTLEY (3½, 4½-litre and New 4½-litre)

**WEYBRIDGE AUTOMOBILES** offer:—

1950 (March) Bentley Mark VI standard saloon, black, red hide, in very good condition; £1,050.

1951 Bentley Mark VI saloon, grey-over-champagne, beige hide, full history, full-flow conversion; £1,575.

1956 (August) Bentley S series standard saloon, black exterior, beige hide interior, mileage 20,000, 2 owners; £3,900.

**WEYBRIDGE AUTOMOBILES, Ltd.**, 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4024]

## R. S. MEAD (SALES), Ltd., offer:—

1954 (July) Bentley R-type automatic saloon, finished black, grey leather, 40,000 miles only, superb condition throughout, new tyres; £2,650.

1951 (Sept.) Bentley 4½-litre standard steel saloon, duo grey, 2 owners, 50,000 miles only, excellent car; £1,495.

1951 Bentley standard steel saloon, black, brown leather, full flow engine, 3 owners only, in above average condition; £1,475.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]

## GUY SALMON AUTOMOBILES offer:—

1952 Bentley big-bore small boot standard steel including engine, interior paintwork, etc., and is in superb condition throughout, highly recommended at £1,550.

1949 Bentley H. J. Mulliner 4-door sports saloon, total genuine mileage 41,000, in unique original condition throughout, engine specially overhauled and modified to full-flow filter, a most outstanding car; £1,595.—Fortsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4002]

**PETER BANTOCK CAR SALES** offer:—

1952 (August) Bentley 4½-litre SS saloon, full history available; £1,375.—104, High Chiswick 2725/5870. [C1014]

## B. J. HUNTER, Ltd. Austin agents, offer:—

1950 Bentley 4½ saloon, chauffeur maintained, immaculate; £1,425.

**B. J. HUNTER, Ltd.**, 23, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

## 1950 Bentley Standard in excellent condition.

**MOTORS & PLANT (PETERBOROUGH), Ltd.**, Newark Rd., Tel. 5558. [19487]

## DENHAM'S GARAGE (ESHER), Ltd., offer:—

1948 (Feb.) Bentley Mark VI, black cellulose, superb condition, full flow engine, recent bills amounting to £600, part exchange, deferred terms; £1,075.—107-111, High St., Esher, Surrey. Tel. 2021. [T9143]

## RUSSELL MOTORS offer the following Bentleys:—

1950 (June) James Young 4-door razor-edged saloon, full-flow engine, a very pretty car.

1939 overdrive saloon, de luxe, one of the remaining few for sale.

1937 4½ Thrupp & Maberly foursome drop head coupe, wonderful condition throughout.—47, Sloane St., S.W.1. Sloane 9288. [C3060]

## DENHAM MOTORS (EAST MOLESEY), Ltd., offer:—

1953 (late) Bentley R. type T.N., big boot, finished in grey and silver, low mileage, radio, heater, seat covers, etc., one owner, perfect history, as new; £2,250.—Molesley 5485. [T9145]

1949 Bentley Mark VI, full flow engine, 2-tone; £975.

1949 (October) Bentley Mark VI, grey, 2-tone, good history; £895.

**JACQUIER, Ltd.**, 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2343]

1954 R type automatic, nominal mileage, probably the finest example for its year; £2,595.

1948 in excellent condition, unequaled opportunity; £795.

**LINCOLN STREET MOTORS (B'HAM), Ltd.**, 1a, Lincoln St., Balsall Heath, Birmingham. Tel. Calthorpe 3751-2-3. [C3153]

1948 Mk. VI Bentley, James Young 4-door, full flow engine, very well maintained; £1,075.

**TAYLOR & CRAWLEY**, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6981. [C4036]

1948 Bentley 4-door sports sun saloon, beautiful condition; £895, recommended.

**JAMES TAYLOR AUTOMOBILES**, Bentley House, Findon Rd., Worthing, Sussex. Findon 3022.

1936 3½ Park Ward excellent condition, radio; £400.—Edm. 4765 (day), Lab. 3613 (evening). [19443]

1937 Bentley 4½ Freestone Webb saloon, immaculate, outstanding car; £375.—Isleworth 5333. [R9005]

**NEWBURY MOTORS (WORCESTER), Ltd.**, official retailers and repairers of Rolls-Royce and Bentley cars.—Foregate St., Worcester. Tel. 2361. [C3146]

Bentley 1956, May, S type, one owner, 21,000 B miles, dark green and silver; £3,950.—Kensington 6642. [C4147]

**H. R. OWEN, Ltd.**, official Bentley retailers, offer from their large selection of used Bentley and Rolls-Royce cars:—

1958 S series saloon, P.A.S. 8 to 1 compression, shell grey and black pearl with red hide, 7,522 miles; £5,350.

1957 S series saloon, P.A.S. shell and Tudor grey with blue hide, 15,999 miles; £4,750.

1957 S series Continental saloon by H. J. Mulliner, metallic grey with red hide, 16,523 miles; £5,950.

1956 S series Continental saloon by H. J. Mulliner, green with beige hide, 29,165 miles; £5,650.

1955 S series saloon, Tudor grey with red hide, 45,777 miles; £3,500.

17—Berkeley St., London, W.1. Mayfair 9060. [C4133]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**BENTLEY (3½, 4½-litre and New 4½-litre)**  
**1937** Bentley 4½-litre saloon, black with tan interior, 1957-58. Windovers, Ltd., The Hyacinth, Hendon, Colindale 4031. [C4118]

**£345**—Bentley 4½, excellent mechanically, pretty aluminium body, new tyres.—Iford Bridge Garage, Iford Bridge, Christchurch 790. [9338]

**1949** Bentley H. J. Mulliner special lightweight sports saloon, brown beige, 18mpg, £1,000.—Stone, 23, Windsor Terr., Southampton 23199. [9261]

**1957** Bentley Continental saloon by H. J. Mulliner, 23,000 miles, synchromesh, as new; £5,850.—Boomers Garage, Worthing 5467. [9103]

**1936** Bentley 4½-litre, aluminium Park Ward body in brilliant original condition; 46500s.—Spicers Car Sales, Tel. Hitchin 2037. [C4131]

**1948** Mk. VI s.s. saloon, two owners, black with red leather, very moderate mileage, a really good example.—Station Garages Ltd., Amersham 870. [9035]

**1958** (Feb.) Bentley S series saloon, velvet green, red leather upholstery, 21,000 miles.—Rippon Bros., Ltd., Huddersfield, Bradford, Leeds and Sheffield. [C3100]

**1937** 4½-litre Bentley, Gurney Nutting sports saloon, very modern appearance, excellent condition, t. & i.; £375 o.n.o.; seen Nottingham area.—Box 2935. [9399]

**BENTLEY** 1951 series H. J. Mulliner 4-door light weight saloon, full history; £1,599; terms and exchanges.—Bodie Huber, 532, Eastern Ave., Ilford, Tel. Valentine 4674. [C2152]

**1951** Bentley 4½-litre Mark VI saloon, in hands of one family since new, superbly maintained by Bentley Motors and in exceptionally fine condition; £1,250. [C4057]

**WORKING MOTORS (MAYBURY HILL), Ltd.**  
 Woking, Surrey. Woking 4277. [C4057]

**1950** Bentley Mark VI, two owners since new, perfect condition throughout; £1,095.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4973-4. [C2114]

**1938** Bentley Mulliner razor-edged saloon, exceptional condition, any examination; £475; terms, exchanges.—Palmer, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034]

**1950** (July) Bentley VI standard steel, duo-colour, service history, engine overhauled, superb condition; £1,250.—Elmbridge Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081]

**A WONDERFUL** opportunity to acquire a post-war Bentley Mk. VI, reconditioned with 1952 modifications, from our large stock, for as low as £895, with Bentley engine and gearbox, excellent condition. [C4027/2]

**JAMES TAYLOR AUTOMOBILES**, Bentley House, Findon Rd., Worthing, Sussex. Findon 3022. [C4027/2]

**1937** Bentley 4½-litre 4-door special body saloon, black and grey with beige hide interior, good mechanical condition; £325.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Hampstead 3430. [C1150]

**1949** Bentley Mark VI James Young 2-door saloon, 2-tone grey (recent respray), fawn hide interior, radio, heater, full-flow engine, excellent condition; £1,050; view London week-days.—Tel. May 4831. Weekends Reigate. Tel. Rei. 5148. [9347]

**1936** (May) Bentley 4½-litre sports saloon, this is the most attractive Thrupp and Maberly body finished in unmarked black, mechanically in very good condition, Ace wheel discs, etc., this car must be seen to be appreciated; £345. [C4027/2]

**MAIDSTONE ENGINEERING Co.**, Smeethurst St., Pendleton, Manchester, 6. Pendleton 3457. [C3000]

**1954** (April) Bentley R-type, automatic, velvet green and silver grey, with blue leather upholstery, fitted with heater, etc., a very beautiful example.—Francis Motors, 393, Humberstone Rd., Leicester, Tel. 68304. [C2131]

**1949** in 1959 condition Mark VI saloon, 2-tone grey, little used, genuine mileage 53,000, engine and body in immaculate condition, as new; £1,600 o.n.o.—Button, Willow Garth, Boundary Rd., West Bridgford, Nottingham, Tel. 232396. [9194]

**1956** (September) Bentley S type saloon, powder blue with blue leather upholstery, automatic transmission, radio and heater, etc., 30,000 miles only, immaculate condition and with full history.—Francis Motors, 393, Humberstone Rd., Leicester. Tel. 68304. [C2131/1]

**BENTLEY Continental** 2-door sports saloon, 1956 model, registered 1957, H. J. Mulliner, duo colour silver grey and suede green with green upholstery, full Bentley history and fully guaranteed; £5,250.—C. L. & H. L. Blundell, Ltd., Christchurch Rd., Folkestone 2728. [C1108]

**1937** 4½-litre Bentley sports saloon, Park Ward coachwork, recently resprayed black and silver, blue leather upholstery; this car was, until 1955, the property of the original purchaser, and is in very good condition.—Francis Motors, Northgate, Chichester, Sussex. Tel. Chichester 4844/5. [9013]

**1958** Bentley 8-series, finished in sand/sable with tan upholstery, a one owner car having covered only 9,000 miles, full Bentley history and guaranteed spare wheel, tyre and tools unused, as new; £4,885.—Alex Cowley (Automobiles), Ltd., Euston 1415. 2565, 8563. [C1186]

**7300** miles only, guaranteed correct, Apr 1953 4½-litre saloon, dual-blue, regularly taxed and insured but virtually unused, private property of chairman and managing director Midlands company its present and original owner, several exclusive features originally intended export, maintained positively in brand new condition; £5,000.—Box 2813. [9097]

**1950** (August) Mk. VI SS saloon, all usual Bentley fittings and refinements, engine completely overhauled, including full flow conversion, new radiator, brakes relined, etc., converted to green/biscuit upholstery, two owners from new, car in 100% condition mechanically and bodily, taxed December; £1,100.—Central Motor Co., John Bright St., Birmingham, 1. Mid. 5938. [9211]

**Bentley Cars Wanted**  
**PRE-WAR** drop head coupe Bentley wanted by private buyer.—Box 2559. [8346]

**DUNCAN HAMILTON & Co.** urgently require post-war Bentleys.—33, High Rd., Byfleet 3101. [W1091]

**XXX** Excellent cash price offered for good Bentleys.—H. P. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

**ROWLAND SMITH'S**, the Bentley buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018 R]

**L OXHAM GARAGES, Ltd.**, buyers of low mileage up-to-date Bentleys. Fishergate, Preston, Lancs. Tel. 4242 and 4245. [W3023]

**POST-WAR** Bentley required immediately.—O. Edwards, Amenbury Lane Harpenden, Herts. Harpenden 118. [W2000]

**GEORGE NEWMAN & Co.** purchase for cash post-war Bentley cars.—369, Euston Rd., London, N.W.1. Bus. 4666 (12 lines). [W3023]

**URGENTLY** required, used Bentley cars, 1950-58 models.—Windway Garage, Ltd., Cowbridge Rd., Cardiff. Tel. 73834. [9141]

**WANTED**, all models of post-war Bentley.—Harry Welbeck 3294. [W3092]

**ARNESTON MOTOR Co., Ltd.**, 28, Albemarle St., W.1 wish to purchase recent model Bentleys.—Hyde Park 9323. [W1109]

**JACK COMPTON, Ltd.**, require to purchase pre-war Bentley cars.—30, High St., West Norwood, London, S.E.27. Gipsy Hill 3265. [W1191]

**PRIVATE** buyer requires Bentley 4-door saloon 1937, 8 or 9; conditions and price.—Hornshaw, Low Branthwaite, Sedburgh. Tel. 387. [9217]

**PRIVATE** purchaser requires for cash low mileage 1954-1958 Bentley, one owner and history essential.—Grove, Manor, 20, Downham, Billerica, Essex. Tel. Ramsden Hill 276. [9307]

**WEYBRIDGE AUTOMOBILES, Ltd.**, official retailers, attractive prices paid for low-mileage post-war Bentley cars.—Queens Rd., Weybridge, Tel. 2233. [W0540 R]

**Bentley Spares and Service**  
**JACK BARCLAY (SERVICE), Ltd.** See page 133. [S1082 R]

**CHARLES POLLETT, Ltd.**, officially appointed repairers—spare parts, etc.—BARNSDALE Yard, off Elgin Ave., W.9. Cunningsham 5936-7-8. [W0583 R]

**JACK COMPTON, Ltd.**, the Bentley specialists, personal service.—30, High St., West Norwood, London, S.E.27. Gipsy Hill 3265. [S1191]

**ALL** spares, new and secondhand, for all part-war Rolls, Bentley cars; all repairs and service; specialists in the repair to damaged engines.—Compton, 69, Westow St., Crystal Palace, Tel. Livingstone 3362. [W0490 R]

## BERKELEY

**£325**—1957 3286 cc. red twin carbs, twin spots, tonneau, extras, taxed, low mileage.—Sandberg, 45, Wentworth Rd., N.W.11. Spe. 4958. [9428]

**Bentley Spares and Service**  
**ARNESTON MOTOR Co.**, London distributors. Showrooms: 28, Albemarle St., London, W.1. Spares and service, Steel's Rd., Haverstock Hill, N.W.3. [S1109]

## B.M.W.

**1949** B.M.W. 321 model, l.h.d., sports saloon; £250.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4973-4. [C2110]

**Bond Minicar Cars Wanted**  
**GEORGE CLARKE** pay most. Tel. 3211. [W0695 R]

**PRIDE & CLARKE**—best buyers.—Brixton 6251. [W3068]

**ROWLAND SMITH'S**, the Bond buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018 R]

## BORGWARD

**METCALFE & MUNDY, Ltd.**, sole concessionaires. TS coupe de luxe 1958, a very low mileage, immaculate example of this most elegant model in perfect condition throughout; £1,795. [C2131/1]

**TS75** de luxe 1957, we have in stock a selection of 3 examples of this desirable model all in very good condition and fitted with many extras, prices from £1,095. [C2131/1]

**TS75** 1957, an opportunity occurs to purchase a car which has just been fitted with a new engine and new tyres, immaculate pale grey coachwork with black trim; £1,095. [C2131/1]

**BORGWARD**  
**1957** Borgward Isabella TS75 saloon, beige, red leather, nominal mileage, one owner; £295. [C4154]

**CAROL'S GARAGE, Ltd.**, Wolverhampton Rd., Oldbury. Tel.: Broadwell 2825. [9214]

**RODNEY HOWARD & Co., Ltd.**, sole London distributors for Borgward, offer all new models from stock, including:—  
**1958** model TS75 coupe, red and white, brown and white interior, Abarth exhaust, spot lamps, nominal mileage; £1,645. [C4154]

**1958** Borgward 2400 saloon, silver grey, two-tone blue and white interior, 7,060 miles, cost nearly £2,500; now offered at £1,895. [C4154]

**1957** Borgward TS75, Madeira grey with black interior, host of extras, in excellent condition; £1,025. [C4154]

**1956** Borgward TS75, grey with red interior, fitted radio, etc., one owner, outstanding condition throughout; £975. [C4154]

**1956** Borgward Combi estate car, two-tone green and dark grey, in excellent mechanical condition; £925. [C4154]

**DEMONSTRATIONS** anywhere, any time; hire purchase, part exchanges.—16, Albemarle St., London, W.1. Hyde Park 7166/1527. [C2136]

**1955** Isabella, 23,000 miles, blue, extras, unmarked throughout; £247. [C4154]

**1958** Borgward Isabella TS 75 model saloon, Dover white, black leather, all extras, German 8 tyres, immaculate condition; £1,060.—Elmbridge Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081]

**£745**—Borgward Isabella, 1955/6, superb example, done one, matching interior, heater, excellent tyres, small mileage, careful owner; choice 5; lists 100 guaranteed cars.—Bennetts, J. Clarendon Rd., W.11. Park 5066/7. (50 yards Holland Park Tube). [C4117]

**Borgward Cars Wanted**  
**LATE** model TS75 de luxe saloon required, details:—31, Cloisters Ave., Bromley, Kent. [9096 R]

**RODNEY HOWARD & Co., Ltd.**, are interested in all good used Borgwards.—16, Albemarle St., W.1. Hyde 7166. [9095 R]

**1958** or '59 Borgward fixed head coupe required, immediate cash transaction, state colour, mileage, etc., private enquiry.—Tel. Beeston, Nottingham 257760. [9479]

## BRISTOL

**ANTHONY CROOK**, largest distributors in the world; now that the Budget uncertainty is over please ring for demonstration in the amazing new 405 2½-litre or in one of the 40 used type 405, 403, 402, 401, 400 cars which we have in stock; now is the time to buy before the real shortage is noticed. [C1063]

**ANTHONY CROOK MOTORS**, High St., Soham, 4550, and The Roundabout, Hersham (20 minutes Waterloo), Walton-on-Thames 687. [C1063]

**HAROLD SMITH, Ltd.**  
**400** 2-door, black, recent 401 engine fitted, complete history available, outstanding car; £675. [C4154]

**129** 131, Park Rd., N.W.5. Tel. Paddington 3295. [8392]

**CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—  
**1956** Bristol 405, 2 engine, disc brake conversion, sun roof, immaculate; £2,195. [C1001]

**R. F. FUGGLE, Ltd.**, Bristol distributors, offer a few selected used Bristols in first-class condition:—  
**1957** 405, 10,000 miles, disc brake conversion, £3,050; 1955 405, new engine, 91 compression, £2,450; 1954 405, £1,595; 1951 401, £995; 1950 401, £885.—Bushey Heath, Herts. Tel. 1685. [C2017]

**1950** (Sept.) Bristol 401 sports saloon, mechanically excellent, radio, heater, good tyres, black with beige interior; £695. [C2114]

**EATON MOTOR Co.**, Eaton Socon 236 (St. Neots). [C2114]

**CASS'S MOTOR MART**—1948 Bristol 400, black, recent engine overhaul, excellent condition; £450.—S. Warren St., W.1. Euston 4110. [C1040]

**1948** (May) Bristol 400 2-door sports saloon, finished in powder blue with biscuit hide upholstery, recently reconditioned, fitted radio, etc., exceptional condition. [C4154]

**CENTRAL MOTORS (SHEFFIELD), Ltd.**, Sheffield 29131. [6592]

**1955** Bristol 405, entirely Bristol maintained, 23,000 miles, beautiful condition, radio, 2 heaters; £1,595.—Owner, 10, Harewood Place, Roscombe, Bournemouth (Southbourne 48011). [9339]

**495** Bristol 1949 Type 300 sports saloon, grey, fawn leather, radio, heater, twin pass-lights, screen washers, excellent condition; written guarantee; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**450** saloon 1955, one owner, complete works history, very low mileage, grey with red trim, overdrive, radio, cannot be faulted in any way, A.A. or R.A.C. inspection invited; £1,875 o.n.o.; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 2773. [C1053]

## Bristol Cars Wanted

**ANTHONY CROOK**, largest car buyers, Bristol's urgently required.—Tel. Esher 4580. [W1063]

**BARTLETT**—Consult us before selling or exchanging your Bristol.—27, Pembroke Villas, W.11. Bayswater 0523. [W1013]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Bristol Cars Wanted**  
**ROWLAND SMITH'S**, the Bristol buyers; highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. [W4018 R]

**Bristol Spares and Service**  
**ANTHONY CROOK**, largest and most comprehensive service and spares organisation outside the factory.—Hersham, Near Walton-on-Thames (Tel. Walton 687). Service closed noon on Saturdays. [S1063]

**R. F. FUGGLE Ltd.** (Established 1906), Bristol distributors.—Here your Bristol will be carefully attended to: good spare parts, service.—Bushey Heath, Herts. Tel. 1685. [S2017]

**B.S.A. Spares and Service**  
**BASIL ROY, Ltd.—B.S.A.** (Scout model): spares, comprehensive stock, wholesale and retail. 161, Gt. Portland St., W.1. Langham 7735. [O144/R]

**BUGATTI**  
**CHIPSTEAD MOTORS**.—See display panel page 80. [C1046]

**BUGATTI Spares and Service**  
**SPARES only**—J. Lemon Burton, Edgware Rd., N.W.2. Gladstone 7677. [O0071 R]

**BUICK**  
**SCOTT CARS** offer:—

**1952** Buick, r.h.d., radio, heater, in excellent condition.

**1950** Buick Roadmaster, Dynaflo, radio, heater, in exceptional condition.

**SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

**1947** Buick limousine, price £275.—Jenkins, Picton Clock Garage, Liverpool, 15. [S189]

**BUICK Roadmaster**, 5.56, 17,000 miles, guaranteed, power steering, power brakes, radio, heater, etc., specimen car.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Tel. Kensington 4858-9. [C4028]

**Buick Cars Wanted**  
**SOLE** concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [O303 R]

**Buick Spares and Service**  
**BUICK** sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [O141 R]

**CADILLAC**  
**DUNCAN HAMILTON & Co.** offer:—

**1956** Eldorado convertible, 10,000 miles, ivory, power-operated throughout, a little more than half original price.—33, High Rd., Byfleet 3101. [C1091]

**1947** Cadillac, Hydramatic, black/grey, 4-door, seat covers, radio, heater; £395.—Central Newbury Motors, Ltd., Tel. Newbury 2000. [C1157]

**1952** convertible, power everything, radio, 2 heaters, Farina grey, red hood, 48,000 miles only, immaculate condition, 3 months' guarantee, saved year; £625; h.p. exchanges.—57, High St., Edgware, Evesing Arnold 7108. [S937]

**CADILLAC**, superb r.h.d. 1936 convertible 2/3-seater roadster, in magnificent and original condition throughout, black, whitewalls, Redex conversion, many extras; not been repaired, 30 left the works; £150.—Petersfield Garages, 1357 Stratford Rd., Birmingham, Springfield 1948. [S933]

**Cadillac Cars Wanted**  
**JOE THOMPSON (MOTORS)**, Ltd., require Cadillacs. —91-95, Fulham Rd., S.W.3. Kensington 4858. [A023]

**1953** Fleetwood limousine.—Price and all particulars to: Jenkins, Picton Clock Garage, Liverpool 15. [S186]

**SOLE** concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms, Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [O304/R]

**Cadillac Spares and Service**  
**CADILLAC** sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [O012 R]

**CHEVROLET**

**SCOTT CARS**.

**1955** Chevrolet, automatic transmission, heater, in exceptional condition throughout.

**1953-4** Chevrolet convertible, automatic transmission, power-operated hood, radio and heater.

**1953** Chevrolet de luxe, radio, heater, in very good order; choice of 2.

**1950** Chevrolet, right-hand drive, radio, heater, excellent condition; choice of 2 from £375.

**SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

**1955** Chevrolet Bel-Air, automatic drive, radio, heater, one owner, excellent condition; £895.—47, Montrose Place, S.W.1. Belgravia 5854. [C3008]

**SEE** our advertisement under "American Cars."—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3508. [C1027]

**1957** Chevrolet Bel-Air, pale green with pale and dark green interior, l.h.d., power steering, radio and heater, magnificent car throughout; £1,450.—Spicers Car Sales, Tel. Hitchin 2037. [C4131]

**Chevrolet Spares and Service**  
**CHEVROLET**—concessionaires for the United Kingdom hold good stock of spares; same day service.—B. & C. Concessions, Ltd., 46-50, Gloucester Avenue, Regent's Park, N.W.1. Primrose 0161. [O677 R]

**CHRYSLER**  
**1952** Chrysler Plymouth de luxe, l.h.d., specimen car for its year, dark grey, maroon top, radio and heater; £525.—Spicers Car Sales, Tel. Hitchin 2037. [C4131]

**LEX**, The Ace  
**CITROEN** distributors North-West Middlesex, County of Hertfordshire and Bedfordshire, offer the largest selection of used Citroens in the country. 4 months' warranty.

**1958** ID19, maroon.

**1957** DS90, choice of colours.

**1953** Big 15, black.

**1952** Light 15, choice of colours.

**1951** Light 15, choice of colours.

**1949** Light 15, black.

**LEX**, The Ace, North Circular Rd., London, N.W.10. Elgar 5585-8; week-days 9 a.m. to 7 p.m. or by appointment. [C3134]

**CONNAUGHT ENGINEERING** offer:—

**1958** Citroen DS19, finished in thundercloud grey, fitted fog and reversing lights, radio; £1,350.

**1953** Citroen Big 6, finished in maroon, very clean condition; £395.

**1953** Big 6, finished in black, fitted Regency seat and panel covers, very clean condition throughout; £450.

**CONNAUGHT ENGINEERING**, Portsmouth Rd. (A5), Send, Surrey, Ripley 3122. [C1132]

**RODNEY HOWARD & Co., Ltd.** offer:—

**1957** Citroen DS19, maroon, with 2-tone red and grey interior, radio, heater, all 1958 modifications, bargain; £1,045.—16, Albemarle St., London, W.1. Hyde Park 7106. [C2136]

**DS19** or 2CV.—Worthing Motors, Ltd., Broadwater Rd., Worthing. Tel. 71. [O704]

## Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Thousands of readers search

## Autocar

each week and will see YOUR advertisement.

**T. W. HOLLIDGE**, Ltd., Citroen agents, sales, service.—64, London Rd.; Kingston 6201-2-3. [C2124]

**CNK MOTORS**, offer a selection of light 15's from 1949 to 1955, all fully guaranteed.

**CNK MOTORS**, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052]

**1952** (December '51) L15, radio and heater, light green and beige, immaculate; £375.

**1953** (July) L15, radio, heater, black, red, recent overhaul; £465.

**T. KENDALL & Co.**, Citroen agents, sales and service.—26-30, Portman Close, W.1. Welbeck 4732. [O149 R]

**1952** (registered) Lt. 15, excellent order throughout; £325 o.n.o.—Che. 1938, evenings. [S949]

**CITROEN** L15, black, 1951, body sound, good tyres, taxed.—Scott, 350a, Eastern Ave., Ilford, Essex. Val 0837. [S942]

**1953** Citroen Light 15, immaculate, guaranteed; £355; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078]

**£250** o.n.o.—Genuine bargain, 1947 LT15, perfect condition, owner going abroad, must sell.—Mason. Lar. 4006. [S917]

**AZ MOTORS** offer 1950 Light 15 saloon, exceedingly clean; compare price; £295.—Palmerston Rd., N.W.8. Mai. 4723. [C1011]

**1952** Citroen Light 15 saloon, black, engine completely overhauled; £375.—Richard France Ltd., 252-254, High Rd., Tottenham 0553. [C2118]

**1950** Citroen Big 6, in suede green with beige leather interior, sun roof, miles above average condition throughout, taxed; £299.—See below.

**1952** Light 15, in flame colour, brown hide interior, paint and chrome absolutely as new, a car without a blemish and a good performance, taxed; £385.—Automo, Ltd., 229, West End Lane, N.W.6. Hampstead 3450. [C1150]

**C. G. NORMAN (WESTMINSTER)**, Ltd., Citroen sole distributors for London, Essex and Kent, service spares and replacement units; fully guaranteed used models, at competitive prices, always in stock.—31, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [O756 R]

**CITROEN**  
**1948** Citroen Light 15 saloon, in excellent condition; £225.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167]

**Citroen Cars Wanted**  
**LEX**, The Ace.

**ARE** always in the market for good used Citroens.

**LEX**, The Ace, North Circular Rd., N.W.10. Elgar 5585-9. [W3134]

**ROWLAND SMITH'S**, the Citroen buyers; highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. [W4018 R]

**CNK MOTORS** urgently require Citroens, 1953 onwards and particularly models 2CV and I.D.—353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [W1052]

**Citroen Spares and Service**  
**SOUTH** of the Thames.

**BALES OF CROYDON**, distributors and specialists for over 25 years; repairs, overhauls and spares. Tel. Croydon 3131-2. [O187 R]

**LEX GARAGES**, Ltd., Ace Corner, North Circular Rd., N.W.10. Elgar 5585-9. [W3134]

**COMPREHENSIVE** range of Citroen spares in stock and specialised services and maintenance. [S134]

**HILLS** operate a round-the-clock 24-hour service for Citroen parts despatched at any hour by post or passenger train.

**HILLS GARAGES (MANCHESTER)**, Ltd., Port St., Manchester, 1. Tel. Central 4311. Grams: Hills-cars, Manchester. [T9158]

**SHRIMPSTON'S MOTORS**, Ltd., distributors, W.4. Sales, spares and service; 137-143, High Rd., Chiswick, W.4. Chiswick 6159 and 2065 (night). [O727 R]

**CITROEN** sales and service by highly skilled and experienced mechanics of long standing.—B. & M. Garages, Ltd., 42, St. Michael's St., Paddington 6877. [O568 R]

**CONVERTED CARS**

**£750**—1958 Hillman Minx de luxe, twin carbs, high compression head, modified exhaust, low mileage.—Tel. Camberley 1033. [S951]

**KENT**—Distributors for Alexander conversions.—Hammonds & Oakwood Garages, Ltd., Crofton Rd., Farnborough. Tel. 52044. [C2148]

**1958** Austin-Healey Sprite, primrose, black hood, upholstery, tonneau cover and body dash, bumpers, overriders, heater, screen washers, 4,500 miles only, just fitted with £90 Stage 1 Alexander conversion, as new; £735.

**1957** Austin A55 de luxe saloon, black, red leather, overdrive third and top, charming car; £725.

**1957** (Aug.) Vauxhall Victor super saloon, sipsy red, fitted with Alexander twin carb, conversion, radio, heater, wing mirrors; £675.

**ALEXANDER ENGINEERING Co., Ltd.**, Haddenham, Bucks. Tel. 545. [C1094]

**DAIMLER**

**CAR MART**, Ltd.

**OFFER** with 6 months' guarantee

**£595**—Daimler Conquest saloon, radio, heater, reg. 1954.

**CAR MART**, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

**BOON & PORTER**, Ltd.

**1955** Daimler Conquest Century d/h foursome coupe, power operated, one owner, 29,000 miles, fawn, leather, unmarked; £945.

**CASTELNAU**, S.W.13. (Nr. Hammersmith Bridge) Riverside 4444. [C1022]

**SIDNEY MARCUS**, Ltd.

**1954** Daimler Conquest Century, one owner, beautifully kept, radio, heater; £675.—33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006]

**COOMBS & SONS (GUILDFORD)**, Ltd.

**DAIMLER** Century saloon, black with beige leather interior, a beautiful car which has covered a very low mileage, fitted with radio and heater, etc., true Daimler condition; £785.

**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907. [C1057]

**WEYBRIDGE AUTOMOBILES** offer:—

**1957** Daimler Century saloon, automatic transmission, silver and black dual-tone with grey interior, fitted heater, fog lights, windscreen washers, etc., one owner, immaculate condition throughout; £1,375.

**1957** Daimler 3½-litre Mulliner Sportsman's saloon, black with biscuit interior, one owner, immaculate condition throughout, fitted radio, heater, etc.; £1,695.

**1956** Daimler 104 ladies' model, fully equipped to original specification, finished in dual silver grey, with blue interior, 17,000 miles only, immaculate throughout; £1,650.

**1953** Daimler Consort saloon, black with brown leather, excellent condition throughout; £345.

**WEYBRIDGE AUTOMOBILES**, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094 1]

**HENLYS** offer with 4 months' guarantee:—

**1955** Daimler Regency saloon, green with tan interior; £1,195.

**HENLYS**, Ltd., Devonshire House, Piccadilly, W.1. Tel. Hyde Park 9151. [S953]

**B. J. HUNTER**, Ltd., Austin agents, offer:—

**1952** Daimler Consort saloon, most carefully used, impeccable; £475.

**B. J. HUNTER**, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

**1952** Daimler, outstanding condition; £535.

**JACK WILLIAMS MOTORS** Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## WILLIAM GORDON CARS OF COVENTRY offer:—

**1957** Daimler Century, automatic gear box, radio, heater, etc., 15,000 miles only, dual black, silver; part exchange and credit facilities available.—Sovereign Road Garage, Earlsdon, Coventry. Tel. 73377-68349. [C2102]

**CAMDEN MOTORS**, specialists in high class used Daimlers, see below:—

**1956** Daimler Mark II Century saloon, purchased direct from executors of its one previous owner and unused since February 1958, moderate mileage which can be authenticated, original set of tyres still good for another 10,000 miles, first engine decock in our workshops last week, black and silver coachwork, heater, washers and underseal, an opportunity to purchase a very genuine Daimler at £245.

**FOURTEEN** other post-war Daimlers available.

**450** other cars; write for fully descriptive priced catalogue.

**CAMDEN MOTORS**, Leighton Buzzard 2041. Open until 8 p.m. Open Sundays 10 a.m. to 1 p.m. Unrestricted hire purchase terms, exchanges. [C1035]

**1955** Daimler Conquest saloon, black with brown interior; £275. [C1035]

**PASS & JOYCE**, 184, Great Portland St., W.1. Museum 1001. [C3039]

**1955** Daimler Regency saloon, superb condition throughout; £1,195. [C1035]

**BRITISH & COLONIAL MOTORS**, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

**1954** Daimler Conquest saloon, black with beige interior; £725.—Windovers, Ltd., The Hyde, Colindale 4051. [C4118]

**1947** Daimler DB18, exceptional mechanical condition, radio, heater, etc.; £275.—Arnold 4911. [C1037]

**AZ MOTORS** offer 1951 Consort, fitted radio, heater, beautiful condition; £425.—Palmerston Rd., N.W.6. Mai 4723. [C1011]

**1953** Daimler Conquest, one owner, excellent condition; £595.—Robbins, East Putney. Tel. 7881. [C3010]

**1957** Daimler Century saloon, black with red leather upholstery, one owner, in immaculate condition; £1,050. [C1035]

**COVENTRY & JEFFS**, Ltd., Tel. Bristol 37076. [C3010]

**1954** Daimler Conquest, power-operated drop head coupe, 31,000 miles.—481, Drevstead Rd., Streatham 8638. [C4059]

**1955** Daimler Conquest convertible, power hood, 17,000 miles, green, fawn leather; £845.—Lytellon Garage, Ltd., Speedwell 3500/3550. [C9229]

**STRATSTONE**, the leading Daimler agents for 35 years, have a comprehensive stock of all types of good used Daimlers.—Stratstone, 40, Berkeley St., W.1. [C4022]

**1953** Daimler Lanchester 2-litre ohv, original and spotless condition throughout, excellent mechanically, new tyres, black with green interior; £475. [C1214]

**EATON MOTOR Co.**, Eaton Socon 236 (St. Neots). [C1214]

**CASS'S MOTOR MART**—1954 Daimler Conquest Century saloon, black and grey R & H, 32,000 miles, written guarantee; £695.—5, Warren St., W.1. Euston 4110. [C1040]

**1954** Conquest sports 2-seater, radio, heater, 25,000 miles only, red, immaculate, 3 months' guarantee; £550; h.p., exchanges.—57, High St., Edgware, Evening Standard 7105. [C4035]

**DAIMLER Century saloon**, July 1954, metallic green, green leather, radio, heater, exceptional order throughout; £635.—A. B. Price, Ltd., Hardwick House, Studley, Warwick. Tel. 521. [C1920]

**£950**—1956 Century saloon, 17,000 miles only, practically as new in every respect, A.A. or R.A.C. inspection invited; terms to suit and exchange.—Coachcraft, Elm Rd., Evesham. Tel. 2773. [C1053]

**DAIMLER** Special drop head coupe, 1951, magnificent lines, recent new engine, very lovely condition; £665.—Owner, 10, Harewood Place, Boscombe, Bournemouth. (Southbourne 48011). [C9340]

**1954** (October) Daimler Conquest Century saloon, one owner, radio, underseal, very good condition throughout; £675.—G. W. Wilkin, 41, Hampton Court, Molesey 6109. [C4005]

**1952** Daimler Empress Sportsman's 2½-litre saloon, finished in pearl black and ivory, a new engine has recently been fitted, cost new £4,000; our price £265, 3 months' written guarantee, h.p. terms. [C4005]

**BARNEURST GARAGE**, Ltd., Tel. Crayford 22255. [C980]

**1950** series Daimler 2½-litre Barker special sports convertible, beautiful blue and cream cellulose, radio and heater, cost nearly £3,000; £585.—Gray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**125** m.s.—Daimler 1939 2½-litre sports saloon, black, sliding head, brown leather, preselector, l.f.s., very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampton (Hampstead Tube), Hampstead 6041. [C4018]

**DAIMLER Century saloon** in black with red leather upholstery, fitted with radio, this vehicle was originally the property of a well known tyre manufacturer, and has been regularly maintained throughout its life, the coachwork which would compare with any new Daimler is absolutely unmarked, the interior is spotless and all of the chrome and highly polished wood dash board and fillets are unmarked and as new, there is a record of a recent complete brake relining and the engine has just been decarbonized, this work has been carried out by a Daimler distributor, 4 brand new tyres are fitted, this is without doubt the most immaculate Daimler available, date of original registration May 23rd, 1955; £825; we should be pleased to demonstrate this remarkable car anywhere to interested parties; the usual hire purchase terms would be available if required and a part exchange would be considered.—Hamtune Motors, Ltd., Park Garage, Wellingsborough Rd., Northampton 52095. [C9208]

## DAIMLER

**DAIMLER 104** saloons available for immediate delivery; demonstrations on all models, including the new Majestic, upon request.—Write: Ralph Clews, The Coventry Motor Mart Ltd., London Rd., Coventry, or Tel. Coventry 22146. [C444]

**1952** series Daimler Barker special sports, an exceptional car having recently had a new works engine fitted plus an extensive £200 overhaul, receipts available, numerous extras including push button radio, heater, demister, wing mirrors, special fog lamps, flashing indicators, etc., the rear compartment of this car has been converted to carry two rear seat passengers instead of the usual one, excellent appearance and order, written guar.; £745.—Clayton's Cars (London, Ltd.), 17, Bruton Place, London, W.1. Hyde 9184. [C1050]

## Daimler Cars Wanted

**DAIMLER Century** required 1956-7, consider 104.—Greenways, 81, Airedale Rd., Winchester. [W4087]

**ALMOST** new Daimler required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8865. [W3016]

**ALPE & SAUNDERS**, Ltd., require DE.36 or 27hp Saloons or Limousines in above average condition. [W3023]

**A&S** (Near Selfridges), Mayfair 2941. [W1006]

**ROWLAND SMITH'S**, the Daimler buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

**XXX** Excellent cash price offered for good Daimler.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

**GEORGE NEWMAN & Co.** require for cash low-mileage Daimler cars.—569, Euston Rd., London, N.W.1. Eus. 4466 (12 lines). [W3023]

**DAIMLER** area dealer for a large part of Warwickshire welcomes your enquiries re exchanges for new or used model.—The Coventry Motor Mart, Ltd., London Rd. Tel. 22145. [C445]

## Daimler Spares and Service

**DONALD VINCE OF CROYDON**, Service and Sales Specialists for Daimler and Lanchester.—Kiddeminstor Rd., Croydon, Tel. 5775 and 1147-8. [C0688 R]

**DEBNAM MOTORS** have been Daimler and Lanchester specialists for 45 years, only skilled fitters employed.—Atherstone Mews, Cromwell Rd., S.W.7. Kni. 0421. [C1056 R]

**ACOT ENGINEERING**, Ltd.—Complete overhauls and engineering services Daimler cars, preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301/7321. [C0236 R]

## D.K.W.

**D.K.W. sales and service**—B. & M. Garages, Ltd., 42, St. Michael's St. Pad. 6577. [C016 R]

**1957 D.K.W. 4-door saloon**, one owner, immaculate condition; £795. [C1035]

**GEORGE NEWMAN & Co. (BRIGHTON)**, Ltd., Mercedes-Benz and D.K.W. main agents, Jubilee St., North Rd., Brighton 24247-8. [C1361]

**JACK ROSE**, Ltd., offer 1958 D.K.W. 3/6 Sonderklasse coupe, dual colour, almost unmarked condition, accept £385, standard car purchased new, Wallington 6677. [C3056]

**AUTO UNION 1000 de luxe coupe 1958**, crayon grey, 5,000 miles, £1,150; 800 Universal estate car, 1958, 20,000 miles, £850.—A.F.N., Ltd., London Rd., Isleworth, Middlesex. Isleworth 1011. [C2015]

## D.K.W. Spares and Service

**SOLE** concessionaires, Mercedes-Benz (Great Britain), Ltd., Great West Rd., Brentford, Middx. Isleworth 2151. [C0191 R]

## DODGE

**PRIVATE**—no dealers, Dodge Custom Royal, right-hand drive 4-door saloon, pewter and silver grey, automatic push-button, power brakes, radio, heater, 2,000 miles only, require smaller car purchased new, January, 1959, latest model cost £3,346; require £3,000. Write Box 2919. [C9355]

## FIAT

**ANTHONY CROOK**, Fiat distributors, consult us at once for a new or used Fiat now that the Budget uncertainty is over.—The Roundabout, Hershaw, (Tel. Walton on Thames 687.) 20 minutes Waterloo. [C1063]

**H. A. SAUNDERS**, Ltd. [C1063]

**1955** Fiat 500cc convertible, grey, green upholstery, recorded mileage 9,074, heater, windscreen washer; £395. [C4092]

**H. A. SAUNDERS**, Ltd., 836-842, High Rd., North Finchley, N.12, Hillside 5272 (8 lines). [C4092]

**HUXFORD & SON**, Ltd. [C4092]

**1957** Fiat 1100 saloon, blue and ivory, taxed to end of year, imitation wire wheels, usual Fiat extras; £635; this is only one of our guaranteed used Fiats.—West St., Portchester, Hants. Cosham 70222-3; Fiat distributors and enthusiasts. [C2127]

**MAYFAIR GARAGES**, Ltd. [C2127]

**ENGLAND'S** largest Fiat dealers. [C2127]

**NEW** and used models in stock at [C2127]

**BISHOPSBRIDGE Rd.**, London, W.2. Amb. 1061 (4 lines). 9-6, Sats. 9-5. [C3009]

**S&S MOTORS** offer:— [C3009]

**S&S MOTORS**, Fiat agents.—All new models from stock.—See below. [C3009]

**S&S MOTORS**—Fiat 600, special tuning accessories, exhaust systems, carburettors, manifolds and sumps, etc.; send for list. [C3009]

**S&S**—1954 2-seater cabriolet, excellent condition; £125. [C3009]

**S&S**—1952 500 G saloon, excellent condition, 60 m.p.g., £250. [C3009]

**S&S**—1955 600 saloons; choice of 3 from £400. [C3009]

**S&S MOTORS**, Fiat official agents, service units and spares.—18, Leinster Terrace, W.2. Pad. 6174. [C3090]

## FIAT

**HORNBY PARK MOTORS** offer:—

**1956** 500C Belvedere estate car, a little beauty; £425. [C4056]

**1955** 1400 four light 4-door saloon in spot-on condition, most desirable; £525. [C4056]

**1955** 500C convertible, lovely little car and most economical; £595. [C4056]

**TERMS** from 10% deposit, balance over 3 years; satisfaction guaranteed. [C4056]

**HORNBY PARK MOTORS**, Fiat Distributors, Blackpool, Tel. 26858. [C2083]

**WARWICK WRIGHT**, Ltd., offer: [C4056]

**1955** Fiat 1400R saloon, grey, heater; £575 [C4056]

**WARWICK WRIGHT**, Ltd., 293, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

**FIAT 600**, 1956, dark blue, heater, immaculate; £420.—Ken. 0087. [C9210]

**1955** Fiat 600, superb condition, lovely green cellulose, heater, 107 miles; £415. [C3063]

**PREMIER MOTORS**, 295, Lewisham High St., S.E.13. Lee Green 1051. [C3063]

**1957** Fiat Abarth, never raced or rallied, ne owner, fantastically fast; £735. [C4056]

**TAYLOR & CRAWLEY**, 42a, South Audley St., entrance Adams Row, Mayfair, W.1. Gros. 6681. [C4056]

**CVR**—C. V. Rushmer Automobiles, official agents immediate delivery new and guaranteed used models. [C4056]

**1958** 1100 saloon Webasto sun roof, radio, 7,000 miles, superb example; £795. [C4056]

**1955** 1100, new whitewall tyres; £495. [C4056]

**1957** Multipia, showroom condition, extras; £595. [C4056]

**CHOICE** of 3 600 saloons from £385. [C4056]

**CVR**—C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5731. [C3061]

**1955** Fiat 600, superb condition, one owner; £395.—Blue Star Garage, Beisize Rd., N.W.6. Mai. 5555. [C9278]

**1956** 600 saloon, black and blue red hide, fine condition; £465.—Central Newbury Motors, Ltd. Tel. Newbury 2000. [C1157]

**FIAT 600**, 1955, 2,000 miles since complete overhaul including reconditioned engine; £440 o.n.o.—Tri. Polegate 167. [C9259]

**FIAT (ENGLAND)**, Ltd., Water Rd., Wembley, have a small number of used demonstrators for sale.—Perivale 5651. [C0189 R]

**1955** 500C convertible, 12,000 miles, genuine as new; £395.—Jack Williams Motors, Ltd., 169, Priory Rd., Hornsey, N.4. Mounview 5288. [C4111]

**1952-3** 500C convertible, l.h.d., engine completely reconditioned by Fiat specialist, still requires running-in; £225.—Also [C4056]

**1955** 600 saloon, one owner, excellent condition; £415; terms; exchanges. [C4056]

**CHILDREN'S CARS**, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 20478. [C9070]

**1955** Fiat 1100, blue dark blue, washers, new 35 safety straps, excellent condition, no dealers, please.—Williams, 25, Hampden Rd., N.8. Fitzroy 1919. [C9402]

**AZ MOTORS** offer beautiful little 1957 Fiat 600 convertible, 17,000 miles only, almost as new, fitted radio, heater; £495.—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

**1939** Fiat 1500 pillarless saloon in good condition, recon axle just fitted; £125.—London Cars, 592, Greenford Rd., Greenford, Middx. Wuxlow 2617/4407. [C3057]

**WM**—Fiat TV 1100, blue grey blue, mileage 20,000, H.M.V. passed by Fiat Motor Co. Ltd. [C4042]

**£730**—Webbeck Motors, Ltd., 109, Crawford St., London, N.1 (near Baker St. Station). Webbeck 1139. [C4042]

**1959** Fiat 1100 Millicento, heater, screen washers, twin spotlights, seat covers, reversing light, unblemished condition, 7,000 miles, cost over £900; outstanding value at £755.—Brookside Motors, 102, High St., Uxbridge, Tel. 3194. [C9146]

**£498**—Fiat 1100 Millicento, 1956 model, magnificent example, almost unmarked, low mileage, host extras, spots, visors, deflection, etc.; must be seen; lists 100 guaranteed cars.—Benmott's, 1, Clarendon Rd., London, W.11. Park 5066/7. [C1017]

**275** m.s.—Fiat 500C late 1950 (registered 1954) convertible, black with beige top, ohv engine, occasional rear seating, p.v.v. hood, excellent condition; choice of 3 terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

## Fiat Cars Wanted

**1955** and later models urgently required.—55, Kimmerton St., S.W.1. Belgraveia 3711 [C3061]

**C. V. RUSHMER**—Highest prices for Fiats.—45c, Holland Park Mews, W.11. Park 5731. [C3061]

**SALOON** or estate.—Frazier, 27, Platts Lane, N.W.3. Ham. 4712 after 8 p.m. [C9224]

**500** 2-cyl. and 600s required.—Moss, 146, Hills Rd., Cambridge, Tel. 87519. [C4462]

**HORNBY PARK MOTORS**, Blackpool 26858.—Fiat distributors. All models wanted. [W2063]

**ROWLAND SMITH'S**, the Fiat buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

**GOOD** Fiat required immediately.—O. Edwards, 118, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2090]

**MAYFAIR GARAGES**, Ltd.—Best Fiat cash buyers, private or trade, distance no object.—Bishopsbridge Rd., W.2. Amb. 1061. [C0695 R]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**CMS**—S.E. London's leading Fiat specialist for spares, repairs, servicing.—356, Lewisham High St. Lee Green 1835/2344. [S1184]

**S&S MOTORS**, London's largest Fiat stockists.—Pad. 6174. Service and repair workshops, fully equipped trained mechanics.—Bay. 1644. [0145 N]

**FIAT** genuine spares from Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country. [0909 H]

**PREMIER MOTORS**, main London dealers/distributors for Fiat spares, accessories and service; open 9 a.m. to 6 p.m. Monday to Saturday.—295, Lewisham High St., S.E.13. Lee Green 1051. [S3083/R]

**FIAT** 500, 1100 spares, full range, reconditioned units, metric spanners, modified high-performance cylinder heads, 600, 1100, 508C, in exchange: £15/10.—Derrington, 159-161, London Rd., Kingston, Surrey, SE21-2. [S1071]

## FORD ANGLIA

**W. HAROLD PERRY**, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer:—

**1957** Anglia, fawn, beige, heater; £495; hire purchase facilities available.

**W. HAROLD PERRY**, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

at Brown's.

**1958** (March) Anglia de luxe saloon, Newark grey with fawn and off-white interior, heater, wing mirrors, wheel discs, etc., taxed year, 8,000 miles only by one extremely careful owner, unmarked and unblemished and indistinguishable new; £565.

**1957** (June) Anglia, black, red interior, heater, £495, extras, beautifully kept and maintained.

**W. J. BROWN**, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

**PERRY'S OF HARROW.**

**HAVE** an excellent choice of post-war 8 hp saloons available.

**PHONE** Harrow 4282 and 9140 for details.

**W. HAROLD PERRY**, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus depot). [0099 H]

**PERRY'S OF BOWES ROAD** offer:—

**1956** Anglia de luxe, green, heater; £495.

**W. HAROLD PERRY**, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128]

**DAGENHAM MOTORS**, Ltd., Ford main dealers.

**A FINE** selection of A1 Ford Anglias always available; phone for our list.—Used Car Dept., Perivale 3388. [C1066 R]

**1956** Ford Anglia de luxe, cream, red trim, high compression engine, heater, etc., taxed; £450. **THE BLACK HORSE GARAGE**, 174-176, Sheep Rd., Richmond, S.W.14. [C1116]

**1954** (Nov.) Ford Anglia, black, heater, excellent condition; £415.—St. Albans 55149. [S311]

**1956** de luxe, blue, heater, 22,000 miles, one owner; £475.—Esher 3920. [S405]

**1954** Anglia, black, extras; £380.—Jackson, 365, Hillcross Ave., Morden, Surrey. Lib. 6079. [S196]

**£520**—1958 saloon, one owner, 4,000 miles.—Offord, 67, George St., W.1. Wel. 6899. [C3115]

**1952** Anglia, excellent condition, one owner; £250.—Tul. 0668 evenings. [S364]

**1954** Ford Anglia saloon, Wells fawn with red interior, fitted heater and really well kept; £425.

**1957** Ford Anglia saloon, bodywork very well kept, fitted heater and recommended; £495.

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008]

**£269**—1952 Ford Anglia, green, heater, excellent condition throughout; terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009]

**1957** Ford Anglia de luxe saloon, grey-red 2-tone, heater, very nice condition; £495.—Kenton Central Garage, Ltd., 381, Kenton Rd., Kenton, Middlesex. Wordsworth 0251. [C3159]

**1958** Anglia de luxe, 2 pedal control, radio, heater, mileage under 6,000, showroom condition; £565.—Harrison, Ramsdell Hall, Scholar Green, Stoke-on-Trent. [S191]

**1958** Ford Anglia de luxe in Dover white with fitted heater, 100% condition throughout; £535.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3108]

**1950** Ford Anglia, radio, heater, beige, excellent condition; three months' guarantee; part exchanges.—MET Garages, Ltd., 409, Kilburn High Rd., N.W.6. Tel. Malda Vale 4801 7082. [C3151]

## Ford Anglia Cars Wanted

**ROWLAND SMITH'S**, the Anglia buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

## FORD POPULAR

**WARWICK WRIGHT**, Ltd., offer:—

**1956** Ford Popular saloon, black, red upholstery, 18,000 miles; £335.

**WARWICK WRIGHT**, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunninghamham 6050. [C3405]

**DAGENHAM MOTORS**, Ltd., Ford main dealers.

**A FINE** selection of A1 Ford Popular cars always available; phone for our list.—Used Car Dept., Perivale 3388. [C1066 R]

## FORD POPULAR

**1954** model Ford Popular saloon, beige/blue, in very good condition; £275.—Oxshott 2041. [C3181]

**1955** Ford Popular, black, one owner, many extras; £295.—Bradstock Motors, Ltd., Fairlands [C1090]

**1958** Ford Popular, blue, 8,000 miles, one owner, heater, trafficators; £385.—Johns Garage, Gomshall, Surrey, Tel. Shere 204. [C3157]

**1958** grey, underseated, cancelling indicators, many extras, 9,000 miles, one owner; £580.—Savidge, Ilford 5562, after 6 p.m. [S190]

**MAYFAIR GARAGES**, Ltd.—1955 (March) Popular, black, heater, indicators, immaculate throughout, guaranteed; £295.—Bishopbridge Rd., W.2. Amb. 1061. [C3009]

**ONE** owner, 1955 Ford Popular saloon, green with fawn interior, heater, wing mirror, exceptional condition; written guarantee, terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom, Tel. 5611. [C2001]

**245** gns.—Ford Popular late 1954 saloon, fawn/red, flashlights, parcel shelf, one owner, excellent condition; choice of 5; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hamp tele 6041. [C4018]

## Ford Popular Cars Wanted

**GEORGE CLARKE** pay most. Tul. 3211. [0195/R]

**ROWLAND SMITH'S**, the Popular buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

## FORD PREFECT

**PERRY'S OF HARROW.**

**HAVE** an excellent selection of post-war 10hp saloons available.

**PHONE** Harrow 4282 and 9140 for details.

**W. HAROLD PERRY**, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus depot). [0100 R]

**WARWICK WRIGHT**, Ltd., offer:—

**1958** Ford Prefect saloon, white, red upholstery, heater, 7,000 miles; £585.

**WARWICK WRIGHT**, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunninghamham 6050. [C4045]

**DAGENHAM MOTORS**, Ltd., Ford main dealers.

**A FINE** selection of A1 Ford Prefects always available; phone for our list.—Used Car Dept., Perivale 3388. [C1066 R]

**1956** Ford Prefect, one owner, heater; £475.—Robbins, East Putney, Tel. 7881. [C3010]

**£495**!!!—1957 Ford Prefect saloon, one owner, grey, heater.—Jennings, Richmond 3368. [C3103]

**1957** Ford Prefect saloon, smart and well kept car, colour ivory, fitted heater; £525.—200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008]

**£299**!!!—1950-1 Ford Prefect saloon, this is immaculate, recently overhauled, small mileage; choice 3.

**LAMBES OF WOOD GREEN** (Established 1897)—100 cars; written guarantee; exchanges; easiest terms.—421-423, High Rd., Finchley, Finchley 6222. [C2052]

**1958** Ford Prefect de luxe, a beautiful example of one of these popular and economical cars, one owner, low mileage, heater; £565.

**PREMIER MOTORS**, 295, Lewisham High St., S.E.13. Lee Green 1051. [C3083]

**1956** Ford Prefect 100E saloon, black, one owner; £495.—Northwood Hills Motor Co., Northwood 3271. [C3129]

**1953** Ford Prefect, one owner, new engine; £315.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4873-4. [C2110]

**1955** Ford Prefect saloon, black with red interior, heater, one owner; £445.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6375. [S395]

**1958** model (reg. Nov. 1957) Ford Prefect saloon, heater, one owner, supplied new by us, genuine mileage 4,300 only, spare unused, 3 months' guarantee; £565.

**C&W MOTORS**, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [S499]

**1955** Ford Prefect saloon de luxe, heater, taxed, in excellent condition; £450.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167]

**1956** Ford Prefect, finished in beige, heater, underseated, one owner; £495.—Davis & Hill, Ltd., 101, Bromley Common, Bromley, Kent. Ravensbourne 2634-5. [C1129]

**1957** (July) Prefect saloon, grey/red, heater, one owner, low mileage, taxed; £495.—G. P. Morley, 78, Cambridge Rd., Kingston-on-Thames. Ewell By-Pass, Ewell 2393. [C3016]

**475** gns.—Ford New Prefect late 1956 saloon, fawn/red, passlight, wing mirrors, one careful owner; written guarantee, terms, exchanges.—Rowland Smith; below.

**265** gns.—Ford Prefect 1952 saloon, black, brown leather, excellent condition; choice of 2; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**AZ MOTORS** offer 1953 Prefect, exceptionally well kept car, new engine fitted, 1958 condition; £345! Also 1952 Anglia £225!—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

**1957** Ford Prefect grey, heater, supplied new by ourselves, an extremely fine one owner car which has only done 16,000 miles; £535.—Coles Garages, Ltd., 42, Worples Rd., Wimbledon 0195; 96-98, Ewell By-Pass, Ewell 2393. [C1054]

**1956** Prefect de luxe, Dorchester grey, red and grey check interior, heater, twin mirrors, etc., immaculate, taxed to December; £515.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Tel. Hampstead 3430. [C1150]

## FORD PREFECT

**XXX** 1957 Ford Prefect saloon, white with attractive red and white upholstery, heater, spot lamp, two wing mirrors, reversing light, a well maintained and exceptional example; written guarantee; terms, exchanges.—H. F. Edwards, 172/174, Kingston Rd., Ewell. Tel. Ewell 5101. [S582]

## Ford Prefect Cars Wanted

**ROWLAND SMITH'S**, the Prefect buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

## FORD SQUIRE

**HENLYS** offer with 4 months' guarantee:—

**1958** Ford Squire, heater, one owner, blue with duo blue interior; £625.

**HENLYS**, Ltd., 958-964, High Rd., North Finchley, N.12. Hillside 6666. [S925]

**1958** Ford Squire estate car, heater, one owner, very low mileage, as new; £565.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

**1956** model Ford Squire estate car, green with tan interior, paint work and wood work excellent; £495.

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008]

## FORD ESCORT

**1956** Ford Escort utility, green with fawn interior, fitted heater, a spotless car throughout; £465.—Putney 2770. [S975]

## FORD CONSUL

A1 at Brown's.

**1957** (July) Consul Mark II saloon, ivory, red interior, many extras, including heater, radio, Town & Country tyres, safety lights, etc., beautifully kept and maintained, 16,000 miles only, A1 certificate; £725.

**1956** (July) Ford Consul Mark II saloon, black, fawn interior, heater, extras, taxed, in really exceptional condition, A1 certificate; £645.

**1953** (May) Mark I Consul, fawn, extras, in first-class condition throughout; £450.

**W. J. BROWN**, Ltd., 339, Finchley Rd., N.W.5. Hampstead 2284. [C1025]

## CNK MOTORS offer:—

**1956** (September) Ford Consul Mark II convertible, grey, red hood, leather, 23,000 miles, one owner, radio, heater, twin spots, reversing light, taxed to December, unmarked; £725.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052]

## CROFTON GARAGE, Ltd.

**1956** Ford Consul Mark II, light green, grey interior, fitted heater; £635.—132, Whitechapel Rd., Bishopsgate 3393. [C1139]

## AUTOCARS SURBITON, Ltd.

**1957** series Ford Consul Mark II de luxe saloon, leather upholstery and heater, 15,000 miles only, spare unused, finished in black; £649.—Autocars Surbiton Ltd., 134, The Broadway, Tolworth, Surrey, Elmbridge 0968. [S945]

**WARWICK WRIGHT**, Ltd., offer:—

**1958** Ford Consul Phase II saloon, yellow, grey upholstery, heater, 3,000 miles; £795.

**WARWICK WRIGHT**, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunninghamham 6050. [C4045]

**WARWICK WRIGHT**, Ltd., offer:

**1956** Ford Consul saloon, grey red upholstery; £499.

**WARWICK WRIGHT**, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4157]

## KINGS MOTORS (HOUSLOW), Ltd.

**1957** Ford Consul, heater, radio, covers, 15,000 miles; £745, a specimen car.—1, High Rd., Hounslow. Tel. 3552 2559. [C2049]

**PERRY'S OF BOWES ROAD** offer:—

**1958** Consul de luxe, black, heater; £760

**W. HAROLD PERRY**, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128]

**PETER BANTOCK CAR SALES** offer:—

**1956** Ford Consul convertible, grey, duo-red/grey trim, unmarked; £725.—104, High Rd., Chiswick 2725 6870. [C1014]

**1957** Consul, small mileage; choice of 3; £695.

**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Horney N.8. Mountview 5228 [C4111]

**DAGENHAM MOTORS**, Ltd., Ford main dealers.

**A FINE** selection of A1 Ford Consuls always available; phone for our list.—Used Car Dept., Perivale 3388. [C1066 R]

**1957** Consul one owner, Dorchester grey; £665

**DUNSDON & ELLIS**, Ace of Spades, Great West Rd., Hounslow, Middx. Tel. Hounslow 5476. [C1193]

**1957** (July) Consul, grey, heater, one owner, excellent condition; £665.

**1958** (June) Consul de luxe, Dover white and green, heater, immaculate condition, our own demonstration car; £775.

**1956** Consul Mark I, grey, one owner, heater, excellent condition; £535.

**BRENT CROSS GARAGE**, Ford Distributors, Hendon Way, Hendon, N.W.4. Tel. Speedwell 1196-7-8. [C1097]

**1956** Consul, grey, heater, in good condition; £635, one owner.—Wem, 4559. [S943]

**XX** £695!—July '57, grey with red/grey interior, fitted heater and windscreen washers, 18,000 miles and maintained by one most fastidious owner, this car is really beautiful and must be seen, fully covered by our A1 written guarantee, part exchange balance over 3 years.—Dagenham Motors, Ltd., 114, Queensway, W.2. Park 1511. [C1066 R]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD CONSUL

ALLAN TAYLOR MOTORS, Ltd., offer:—

**1957** Consul, ivory, immaculate condition, low mileage; £665. [C1005]**1958** Ford Consul de luxe, many extras, 9,000 miles only; £795. [C1010]**HIGH** St., Wandsworth, S.W.18. Vandyke 7222 (10 lines). [C4104]**PARK MOTORS (KINGSTON), Ltd., offer:—****1958** Ford Consul, green, 9,000 miles only, spare unused, heater, screen washers, indistinguishable from new; £775—187-193, London Rd., Kingston-on-Thames. Kingston 7610. [C1324]**£499**—1955 Ford Consul drop head, heater, cream. —Tel. Camberley 1035. [C1954]**1955** Consul Mk. I convertible, green with heater; £495.—Eton Garages, Windsor 2782. [C12153]**CONSUL** 1953, blue, lovely condition, new tyres, extras; £425.—Reading 72509. [C1929]**1954** Consul, black/red interior, one owner, heater; £450.—Campbell Symonds, Alpertown 1515. [C1037]**1956** Ford Consul Mark II saloon, fawn, fitted heater; £625.—Hale Motors, Tot. 7771. [C2077]**1956** (Nov.) Ford Consul saloon Mk. II, black, heater, seat covers, immaculate, one owner, 14,900 miles; £625. [C12077]**HERBERT & MILLS, Ltd., 75, Great Portland St., London, W.1. Lankham 3506-7. [C2036]****1956-7** Consul Mark II de luxe, leather, heater, 22,000 miles only, absolutely as new; £685. [C1005]**SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]****AZ MOTORS offer: 1957 Series Consul saloon, grey, one owner since new, splendid condition; £665.—Palmerston Rd., N.W.6. Mai 4723. [C1011]****1958** Consul, black, heater, 16,000 miles, taxed Tel. Wembley 0557. [C19403]**£685**—1957 saloon, one owner, just registered, August, 15,050 miles.—Offord, 67, George St., W.1. Wel. 6899. [C13115]**1956** Consul Mark II saloon, extras; £650.—Rawlings Tudor Garage, Ltd., 928-931, Fulham Rd., S.W.6. Renown 2281. [C4132]**1958** Ford Consul de luxe, low mileage; £760.—John Campbell Motors, Ltd., 415, Holloway Rd., N.7 North 4441/6666. [C1036]**1957** Ford Consul, light grey radio, heater, immaculate; £685.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076]**1956-7** Ford Consul Mark II, magnificent condition throughout, finished in ivory, heater, very modest mileage; £625. [C1005]**PREMIER MOTORS, 369, Well Hall Rd., Eitham, S.E.9. Eit. 2229. [C3063]****1958** (November) Consul, low mileage, heater, mirrors, arm rest, blue, as new, fully guaranteed at 2785.—Campbell Symonds, Alpertown 1515. [C1037/1]**1956** (late) Ford Consul Mk. II saloon, one owner, grey, radio and heater, taxed year; £645.—Arnott's Garages, Ltd., Grange Rd., Willesden 0161. [C1167]**1957** (June) Ford Consul Series II de luxe saloon, green, duotone leather, radio, heater, seat covers, T. & C. tyres, one owner, moderate mileage, immaculate and guaranteed; £665. [C1005]**A LITWOOD & CO., Ltd., Alford Rd., Maidenhead, A. Tel. Littlewick Green 70, evenings and week-ends, Littlewick Green 3076. [C1107]****1957** October Ford Consul, green, one owner, low mileage, as new; £745.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]**1958** (March) Consul, 9,000 recorded miles, grey with black interior, immaculate and well maintained; £750.—Automo. Ltd., 229, West End Lane, Hampstead, N.W.6. Tel. Hampstead 3430. [C1150]**1955** Consul, blue, undersealed, fitted with heater, radio, windscreen washers, one owner, excellent condition, main dealer maintained; £475.—Wilson, 2, Ancaster Rd., Leeds, 16. [C9262]**1955** (Oct.) Ford Consul Mk. I saloon, Bristol fawn with red interior; this is a one owner car from new and has covered a genuine 19,000 miles; absolutely unmarked throughout, a real bargain; £495.—Putney 2770. [C9576]**595**ms.—Ford Consul 1956 Mark II saloon, heater, Ace Rimblefishers, one owner, excellent condition; written guarantee, terms; exchanges; list open 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]**1955** (March) convertible, with overdrive, heater, 1955 screen washer, leather and other extras, Dorchester grey and red, first-class condition; £525.—Booth, Leek Wootton House, Warwick. Tel. Kenilworth 28. [C9284]**1957** (June) Ford Consul, ivory with ivory and red matching interior, 12,900 miles, guaranteed (complete history available), undersealed, performance meter, temperature gauge, twin mirrors; £685.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]**1956** Mk. I Ford Consul, blue with blue leather upholstery, 13,000 miles only, taxed 12 year, this magnificent specimen is a really genuine one-owner car and looks brand new; £575.—Coles Garage, Ltd., 42, Worpole Rd., Wimbledon 0195; 6-9, Ewell By-Pass, Ewell 2393. [C1054]**XX** £800—De luxe saloon, May '58, blue with black hood, heater, 2-tone leather interior, pile carpets, windscreen washers, etc., 11,000 miles only, the whole car in really beautiful condition, fully covered by our 12 written guarantee, part exchange; balance over 3 years.—Dagenham Motors, Ltd., 114, Queensway, W.2, Park 1511. [C10662]

## Ford Consul Cars Wanted

**R**OWLAND SMITH'S, the Consul buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]**L**OW mileage Mark II Consul wanted.—Pinner Motor Co., Pinner 456. [W3105]**A**LMOST new Consul required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8865. [W3016]

## FORD ZEPHYR

CAR MART, Ltd.

**OFFER** with 6 months' guarantee.**£825**—Ford Zephyr saloon, heater, auto, speedometer reading 15,070 miles, reg. 1957-8. [C1039]**CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]****RAYMOND WAY offers:—****1956** (Sept.) Ford Zephyr Mk. II saloon, in 2-tone red and white with matching interior, mileage 17,000, formerly owned by famous M.P. and maintained regardless of cost, fitted with whole host of extras including overdrive, Continental touring kit, htr., wing mirrors, etc.; 699pms. [C1270]**300** first-class cars to choose from.—Raymond Way Motors, Kilburn, N.W.6. Maida Vale 6041. [C1270]**TOM GARNER, Ltd., offer:—****1958** Ford Zephyr Mk. II sln., grey/nylon, htr., extras, 9,000; £845. [C2020]**TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]****CROFTON GARAGES, Ltd.,****OCTOBER, 55, Ford Zephyr, black, red interior, heater, seat covers, spot light, one owner from new; £495.—132 Whitechapel Rd., Bishopsgate 5395. [C1159]****AUTOCARS SURBITON, Ltd.,****1956** Ford Zephyr Mark II power-operated convertible, fitted with Borg-Warner overdrive, radio and heater, screen washers, etc., one owner, finished in 2-tone green, outstanding condition; £795.—Autocars Surbiton, Ltd., 154, The Broadway, Tolworth, Surrey. Elmbridge 0386. [C9544]**PORTSEA MOTORS, Ltd., offer:—****1957** Zephyr convertible, power operated hood, one owner, 14,000 miles, heater, extras, like new; £825.—Finchley Rd., N.W.3. (opposite Finchley Rd. Tube Station), Hampstead 9661. [C3111]**PHILIP RICKARDS, Ltd., offer:—****1958** Ford Zephyr saloon, Mark II, ivory, 12,000 miles, as new; £815; part exchange, deferred terms.—Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051]**COOMBS SERVICE STATION offer:—****1956** Zephyr Mk. II Abbot Farnham estate car, in ivory with red and ivory cloth tone interior, very clean condition throughout, good range of extras, nominal mileage; £845. [C1158]**COOMBS SERVICE STATION (GUILDFORD), Ltd., By-Pass Rd., Guildford 6292. [C1158]****ALLAN TAYLOR MOTORS, Ltd., offer:—****1957** Zephyr low mileage, excellent condition; £695. [C4104]**HIGH** St., Wandsworth, S.W.18. Vandyke 7222 (10 lines). [C4104]**DAGENHAM MOTORS, Ltd., Ford main dealers.****A** FINE selection of All Ford Zephyrs always available; phone for our list.—Used Car Dept., Perivale 3368. [C1066 R]**FORD** Zephyr 1955, good condition; £460.—Par. 9960. [C9265]**1955** Ford Zephyr convertible, power hood, heater, in outstanding condition; £525. [C4016]**SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]****1956** (December '55) Zephyr Mark I saloon, overdrive and heater, etc.; £550. [C1036]**1956** Rawlings Tudor Garages, Ltd., 928-931, Fulham Rd., S.W.6. Renown 2281. [C4132]**FORD** Zephyr Mark II, car is unmarked with many extras; unrepeatable bargain at £645; h.p. and exchanges. [C1036]**STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2430 0298. [C9496]****AZ** MOTORS offer 1954 convertible, power hood, really original condition; £495.—Palmerston Rd., N.W.6. Mai. 4723. [C1011]**1956** Ford Zephyr, as new; £590.—John Campbell Motors, Ltd., 415, Holloway Rd., N.7. North 4441 6666. [C1036]**1957** Zephyr Mk. II saloon, 2-tone grey, fitted radio, heater and turbo wheel discs, etc., 15,000 miles only; £745. [C3025]**WOOD & LAMBERT, Ltd., main Ford dealers, 49, Stamford Hill, N.16. (Sta. 2454). [C3025]****695**ms.—Ford Zephyr 1957 Mark II saloon, Saram blue, heater, one owner small mileage; written guarantee, terms, exchanges.—Rowland Smith; below. [C4018]**395**ms.—Ford Zephyr 1954 saloon, duotone, heater, screen washers, one owner, excellent condition; written guarantee, choice of 4 terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]**1954** Ford Zephyr, heater and extras, superb condition; £460.—Robbins, East Putney Tel. 7881. [C3010]**£460**—1955 Zephyr, one owner, first-class condition throughout.—A. E. MacAteer, 92, Pirbright Rd., S.W.18. Putney 5530. [C3149]**1959** Ford Zephyr Farnham estate; list price.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4973-4. [C1116]

## FORD ZEPHYR

**Z**EPHYR convertible '55, power hood, 2-tone blue/white, T. & C. tyres, low mileage, and in really outstanding condition; £525. [C1219]**B & M GARAGES, Ltd., 42, St. Michaels St., Paddington 6577. [W4018 R]****1951** Zephyr saloon, green, radio, heater, exceptional throughout; £565.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492. [C3125]**1957** Ford Zephyr saloon, black, heater and radio, one owner, quality tested, guarantee; £655.—Davis & Hill, Ltd., 101, Bromley Common, Bromley, Kent. Ravensbourne 2634-5. [C1219]**1956** heater, power-operated hood, overdrive, one owner, small mileage; £765.—Kemp Bros., Seaford 2469. [C9250]**1955** convertible, power hood, heater, extras, immac. condition, 33,000 miles; £500.—Webber Tel. Cro. 6178, 9 a.m.-6 p.m., Add. 5115 evenings. [C19427]**MAYFAIR GARAGES, Ltd.—1954** (Sept.) Zephyr I saloon, beige, red hide, heater, extras, scrupulously maintained, immaculate throughout, guaranteed; £425.—Bishopsgate Rd., W.2. Amb. 1061. [C3009]**ZEPHYR** convertible 1958, fitted with Raymond Mays conversion, twin carburetors, overdrive, immaculate condition, cost £1,165, accept £875.—429, High Rd., Ilford, Essex. Tel. Ilford 2996. [C9219]**1955** Zephyr convertible, heater, radio, power operated hood, in immaculate condition throughout; £545.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]**1954** power operated hood, other extras, reconditioned engine, all in very good condition; £525.—Cock, Rivertrees, Wargrave Rd., Henley-on-Thames, Oxon. [C9303]**OVERDRIVE** Zephyr 1956 57, grey, undersealed, Raymond Mays conversion, over 100mph, carefully maintained, perfect condition, heater, washers, fog lamp; £700.—Sibley, 499, Aldborough Rd., Newbury Park, Seven Kings 1693. [C9440]**1954** Ford Zephyr, Dorchester grey, red leather, heater, one owner, 28,000 miles, an excellent example; £465.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. And Truscott's Corner, Chepstow Place, Westbourne Grove, W.2. Bayswater 1861. [C4035]**1957** Zephyr automatic, 18,000 miles, light grey, red and white upholstery, heater, window washers, immaculate and mechanically perfect, a specimen car, any trial; £780 9.9.9.—Saxon, 46, Grafton Way, Tottenham Court Rd., London, W.1. Euston 5553, evenings Bermondsey 2746. [C9374]**XX** £760—First registered April '58, blue with blue grey interior, heater, heavy duty suspension, wing mirrors, etc., one owner, 5,000 miles only, do not miss this as it is a real bargain, fully covered by our 12 written guarantee; part exchange; balance over 3 years.—Dagenham Motors, Ltd., 114, Queensway, W.2. Park 1511. [C1076 1]**Ford Zephyr Cars Wanted****R**OWLAND SMITH'S, the Zephyr buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]**FORD ZODIAC****W** HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—**1958** model registered Dec. '57, Ford Zodiac, Durham beige and Newark grey, overdrive, etc.; £845; hire purchase facilities available. [C5042]**W** HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C5042]**SIDNEY MARCUS, Ltd.,****1959** Zodiac, overdrive, radio, 3,000 miles, as brand new; £995. [C3006]**1958** Zodiac automatic, 8,000 miles, a beautifully kept car; £845. [C3006]**1956** Zodiac saloons, choice of 2 from £695.—33, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]**J. DAVY, Ltd., Ford dealers.****1958** Zodiac saloon, one owner, 19,000 miles, comprehensive guarantee; £855. [C1069]**180**—184, Kensington High St., W.8. Western 7181. [C1069]**JAMES SPENCER, Ltd. offer:—****1957** Ford Zodiac automatic saloon, finished in ivory and black, indistinguishable from new; £865. [C4134]**JAMES SPENCER, Ltd., Broadway, Bexleyheath, Tel. Box 4263 4209. [C4134]****WARWICK WRIGHT, Ltd., offer:—****1957** Ford Zodiac Phase II saloon, 2-tone green, fawn upholstery, radio and heater, 19,000 miles; £775. [C4045]**WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]****NAYLOR & ROOT, Ltd. (Established 1920).****55** Zodiac, Dorchester grey and Bristol fawn, radio, htr., twin spots, etc., new tyres, wonderful car; £525. [C3022]**C**LIAPHAM Junction, S.W.11. Battersea 2252. [C3022]**R**ODNEY HOWARD & Co., Ltd., offer:—**1957** Ford Zodiac convertible, power hood, ivory and black 2-tone interior to match, Alexander engine conversion, overdrive, radio and heater, whitewall tyres, rare bargain; £975.—16, Albemarle St., London, W.1. Hyde Park 7166. [C2136]**HENLYS** offer with 4 months' guarantee:—**1957** Ford Zodiac saloon, one owner, blue and cream with blue and cream interior; £795. [C1531]**HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [C1531]**



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD ZODIAC

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of All Ford Zodiacs always available; phone for our list.—Used Car Dept., Perivale 3388. (C1066 R)

1958 Zodiac, automatic, radio, heater, leopard skin covers, absolutely as new; £945. SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016)

1957 Ford Zodiac convertible, radio, heater, many other extras; £845. BRITISH &amp; COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. (C1027)

1958 Ford Zodiac, 9,000 miles, loose covers, etc.; £850.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4873-4. (C2119)

FORD Zodiac 1957 automatic, fitted radio, one owner, low mileage, whole car in mint condition; £850; h.p. and exchanges. STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480/0298. (C4935)

1958 Zodiac, duo grey, moderate mileage, radio, covers, immaculate, one owner; £825.—Tel. East Grinstead 84. (C4981)

1957 Zodiac, fully automatic, radio, heater, as new, Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. (C1121)

1957 Ford Zodiac II saloon, duo tone blue/grey, a super de luxe car in outstanding condition; £755. FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C2008)

1958 Zodiac Mk. II saloon, Kenilworth blue/grey, Newark grey, nylon upholstery, 12,000 miles only; £835. WOOD &amp; LAMBERT, Ltd., main Ford dealers, 49, Stamford Hill, N.16. (Sta. 3434). (C4093)

1954-5 Ford Zodiac saloon, blue/grey, one owner; £495.—Richa'd France, Ltd., 252-254, High Rd., Tottenham 0353. (C2118)

1958 (May) Zodiac, beige grey, condition as new, 13,000 miles, fog and spot; £860.—64, Russell Lane, N.20. Enterprise 2520. (C1036)

1957 Zodiac, overdrive, radio, heater; £775; choice 2.—John Hampul Motors, Ltd., 413, Holloway Rd., N.7. North 4441/6666. (C1036)

1957 Zodiac, automatic transmission, blue grey, one owner, 13,000 miles only; £795.—Gordon King Motors, Ltd., Ford Dealers, Mitcham Lane, S.W.16. Streatham 3133-4-5. (C8550)

1958 Ford Zodiac automatic, an obvious choice for the discriminating buyer, unblemished 2-tone paintwork blue/grey, one careful owner, low mileage, radio, heater, etc.; £895. PREMIER MOTORS, 295, Lewisham High St., S.E.13. Lee Green 1051. (C3083)

13000 miles only, 1956 (Sept.) Zodiac de luxe saloon, Mark I, this is magnificent and guaranteed mileage, undoubtedly the only one like this available. LAMBS OF WOOD GREEN (Established 1897).—100, -421-423, High Rd., Finchley. Finchley 6222. (C2052)

1956 Ford Zodiac, duo tone, fitted overdrive, heater included in the many extras; snip; £895.—Douglas Servicing Station, 57 &amp; 65, Eleanor Rd., W.13. Cross 4124. (C1175)

1957 Zodiac, under 10,000 miles, blue/grey, radio, heater, roof rack, seat covers, many other extras; £685; also 1955 blue/green; £495.—Joe Thompson (Motors), Ltd., 81-85, Fulham Rd., South Kensington, S.W.3. (C4010)

1957 (July) Ford Zodiac power-operated convertible, blue, 5,000 miles only, fitted overdrive, radio, taxed December, supplied and maintained by us, definitely as new; £950; terms.—Philip Foster, 106, High St., Uxbridge. Tel. 4203. (C1175)

FORD Zodiac convertible, October, 1958, power-operated hood, May's conversion head, tuned 4,000 miles, radio, loose covers, wheel discs, every extra, as new; reason for sale; £1,250.—Holbein Motor Repairs, Sloane 2492/8955. (C1936)

XX 1961—Nov. '57, 2-tone green/grey, 11,000 miles, one careful owner only, a very fine example of this most popular of motor cars, fully covered by our All written guarantee; part exchange; balance over 3 years.—Dagenham Motors, Ltd., 114, Queensway, W.2. Park 1511. (C1066 R)

XXX 1955 Ford Zodiac saloon, 2-tone grey and fawn with matching interior, overdrive, heater, clock, 2 wing mirrors, screen washers, Ace Rimbellishers, 2 pass lights, and reversing light, an outstanding specimen; written guarantee, terms, exchanges.—H. F. Edwards, 28-24, Upper High St., Epsom. Tel. 5611. (C2001)

ONE owner, 1957 Ford Zodiac Mark II saloon, grey with red and grey interior, heater, clock, two wing mirrors, screenwashers, Ace Rimbellishers, white-wall tyres, an outstanding example of this popular model; written guarantee, terms, exchanges.—H. F. Edwards, 172/174, Kingston Rd., Ewell. Tel. Ewell 5101. (C1066 R)

FORD Zodiac Cars Wanted ROWLAND SMITH'S, the Ford buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018 R)

## FORD (V.8)

1950 Ford Pilot 6-seater saloon, black with rich beige hide upholstery, built-in radio, heater, demisting, twin wing mirrors, windtone horns, Trico screen washer, Lucas spot light, reversing lamp and 5 almost new whitewall tyres, very superior example, recommended and guaranteed at £245; choice of eight other Pilots, 1948-1952. CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Open Sundays 10 a.m. to 1 p.m. Unrestricted hire purchase terms, exchanges. (C1035)

## FORD (V.8)

1950 Pilot, black, leather, new engine, heater, radio; £165 o.n.o.—Byron 1994. (9328)

ROWLAND SMITH'S, the Pilot buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018 R)

## FORD FAIRLANE

CROFTON GARAGES, Ltd.

1957 Ford Fairlane, finished in black and chrome, light grey interior, fitted heater, etc., fully automatic, r.h.d., immaculate condition throughout; £1,350.—132 Whitechapel Rd., Bishopsgate 3393. (C1139)

## AMERICAN FORD

SCOTT CARS.

SEE the new 1959 American Ford models at our showrooms; part exchanges welcomed. SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016 I)

WILLIAM GORDON CARS OF COVENTRY offer:—

1957 Ford Fairlane 500, right-hand drive, automatic, radio, heater, seat covers, every conceivable extra, speedometer reading 12,000 miles only, triple colour scheme—Sovereign Road Garage, Epsom, Coventry. Tel. 73377-68349. (C2102)

1954 Ford Customline l.h.d. saloon, blue with matching interior, fitted radio and heater, engine has just been completely overhauled; the car is in first-class condition throughout; £575.—Ascot Service Station, High St., Ascot, Berks. Ascot 1649. (C1188)

Ford Miscellaneous Cars Wanted ROWLAND SMITH'S, the Ford buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018 R)

Ford Spares and Service NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision. NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. (0625)

ALLAN TAYLOR (MOTORS), Ltd. HIGH ST., Wandsworth, S.W.18.

MAIN Ford dealers. LARGE stock of genuine Ford parts. VANDYKE 7222 (5 lines). (0314 II)

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 6633), main Ford dealers, service and all spares. (0093 R)

## FRAZER NASH

AFN, Ltd., offer 1954 Le Mans Replica Frazer Nash with new Bristol touring engine (alternative engines available) de Dion rear axle, body and chassis recently overhauled and resprayed, this is undoubtedly the finest conditioned Le Mans Replica on the market, and is offered with our guarantee; £1,100.—A.F.N., Ltd., London Rd., Isleworth, Middx. (C1069)

Frazer Nash-B.M.W. Cars Wanted ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018 R)

FRISKYSPORT Friskysport, low mileage, good condition, choice of two. MOTORS &amp; PLANT (PETERBOROUGH), Ltd., Newark Rd. Tel. 5558. (9486)

GOGGOMOBIL MAIN distributors, London and Middlesex, new and used Goggomobils for immediate delivery; spares and service. MANSELL &amp; FISHER, 93-95, Old Brompton Rd., London, S.W.7. Knightsbridge 7705. (0451 R)

Goggomobil Spares and Service MPHW will service your Goggomobil.—London Workshops, 38, Princes Place, W.11. Park 1124. (83156)

HEALEY GUY SALMON AUTOMOBILES offer:—

1953 Healey Autom. 27,000 miles, originally supplied by us, impeccable condition, a veritable connoisseur's car; £725.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. (C4001)

£379!!!—Healey sports 4-seater, immaculate specimen, in white, with red hood and leather upholstery, excellent condition.—W. T. Baker (Automobiles), Ltd., 206, Kettering Rd., Northampton. Tel. 4573. (C1181)

Healey Cars Wanted GOOD Healey required immediately.—G. Edwards, 118, Amenbury Lane, Harpenden, Herts. Harpenden 2600. (W2200)

ROWLAND SMITH'S, the Healey buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018 R)

## HEINKEL

COMERFORDS for Heinkels, new and second-hand.—Portsmouth Rd., Thames Ditton. Emb. 5531. (0905 R)

MPHW for all miniature cars, new and used.—25, Piccadilly, W.1. Ger. 6055. (C3156)

## Heinkel Cars Wanted

GEORGE CLARKE pay most. Tul. 3211. 10216 R

PRIDE &amp; CLARKE—best buyers.—Brixton 6251. (W3068)

ROWLAND SMITH, the Heinkel buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018 R)

## HILLMAN

ROOTES HAVE available a range of Hillman cars of very low mileage. LONDON, W.1.

DEVONSHIRE House, Piccadilly. GRO. 3401.

BIRMINGHAM, 2. LOWER Temple St. CEN. 8411.

MANCHESTER, 2. 129 Deansgate. BLA. 6677. 10108 R

SCOTT CARS. 1955 Hillman Minx convertible, heater, in excellent condition throughout; £525. SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016)

RAYMOND WAY offers:—

1957 Hillman Minx convertible, in mist green with matching interior and black vinyl hood; one fastidious owner since new, mileage 15,000, extras include htr., twin spot lamps, wing mirrors, wheel discs, etc.; £699gs.

300 first-class cars to choose from.—Raymond Way Motors, Kilburn, N.W.6. Maida Vale 6044. (9271)

R. HARDY &amp; SON offer:—

1957 Hillman Minx, duo-colours, fitted heater, one owner, whole car in excellent condition throughout; £645.—52-55, Marylebone High St., W.1. Hunter 0942. (9591)

J. DAVY, Ltd., Rootes agents.

1958 Minx de luxe saloon, one owner, 4,800 miles, heater, wing mirrors, absolutely as new; £755.

1957 (March) Minx d.h. coupe, one owner, heater, wing mirrors, 12,600 miles; £735. 180 Kensington High St., W.8. Western 7181.

68, North Row, Marble Arch, W.1. Hyde 2311. (C1069)

MERCURY MOTORS offer:—

£395.—1954 Hillman Minx drop head coupe, heater, very good condition; terms, exchanges, etc. MERCURY MOTORS, 824, Harrow Rd., Wembley. W. Wembley 6058. (9174)

JAMES SPENCER, Ltd., offer:—

1958 Hillman Minx estate car, finished in blue and white, fitted heater and other extras, very small mileage; £795. JAMES SPENCER, Ltd., Broadway, Bexleyheath, Tel. Bex 4263/4209. (C4134)

HAROLD RADFORD &amp; Co., Ltd.

1958 de luxe saloon, heater, fawn and beige, 8,000 miles; £745.—Kensington 6642. (C4147)

WARWICK WRIGHT, Ltd., offer:—

1954 (November) Hillman Minx Mark VIII saloon, blue, heater; £515.

1952 Hillman Minx Mark V convertible, blue, heater; £350.

1956 (December) Hillman Minx Series I saloon, grey and yellow, heater; £625.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. (C4137)

WARWICK WRIGHT, Ltd., offer:—

1957 Hillman Minx Series I de luxe saloon, pearl grey and blue, blue upholstery, heater, 12,000 miles, £695; 1957-58 models in different colours available, all low mileages.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.3. Cunningham 6050. (C4045)

THE CONTAY MOTOR WORKS, Ltd.

1954 Hillman Minx, grey; terms and exchanges.

1955 Hillman Minx, blue, excellent condition.—164a, Southwark Bridge Rd., S.E.1. Waterloo 6162-3. (C1174)

CATERHAM MOTOR Co., Ltd., offer:—

1957 Hillman Minx Series I de luxe saloon, pearl grey and sea crest green, heater, radio, 28,000 miles; £650.

CATERHAM MOTOR Co., Ltd., Reigate 2245. (C1187)

1948 Hillman drop head saloon; £195.

1958 Hillman Minx special saloon, black, 11,000 miles; £695.

MONTROE MOTORS (N. H. BOSWELL), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. (C3088)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HILLMAN

**£379**—1952 Minx saloon or convertible, excellent condition; choice of 6 other Hillmans, 1951-1955 models.

**L**AMBS OF WOOD GREEN (Established 1897).—100 cars; written guarantee; exchanges; easiest terms.—421-423, High Rd., Finchley, Finchley 6222. [C2052]

**1956** Hillman Minx Gay Look saloon, grey and green, heater and radio, low mileage, very nice order indeed; 3 months' guarantee; £545.  
**C&W** MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [9500]

**1957** (Oct.) Hillman Minx de luxe, series II, charcoal oyster, one owner, 13,000 miles, heater; £695.  
**T**HE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond 6441. [C1116]

**1954** Hillman Minx convertible, one owner; £415.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4673-4. [C2110]

**1958** Hillman Minx, Manumatic, low mileage, many extras; £725.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121/2]

**H**ILLMAN Minx de luxe with full Alexander conversion, many other extras including heater; £695.—W. Shirley, Croydon 8341. [C239]

**1957** Hillman de luxe saloon, series I, black with fawn upholstery, heater; £610.—Kemp Bros., Seaford 2469. [9251]

**1957** Hillman Minx convertible, one owner, low mileage, excellent condition; £650.—J. Chancery 8103. [9410]

**1957** Hillman Minx de luxe, one owner, heater; £635.—Sargeant & Collins, Bromley, Imperial 2242. [9570]

**1953** model Minx Mark V saloon, heater, one owner, exceptional; £370.—Bridge Motors, Leatherhead 2664. [C1136]

**1958** Minx de luxe, overdrive, heater, radio, seat covers, 50 m.p.h., 85-90 m.p.h.; £725.—54, Whitechurch Gds., Edware, Midx. [9310]

**1952** Hillman saloon, heater, l.h.d., immaculate, guaranteed; £295; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078]

**1952** (Dec.) one-owner Minx saloon, moderate mileage, good tyres, black with red trim; £335.—Bowman's Garage, Weybridge 3265. [C1143]

**1958** Hillman Minx saloon, small mileage, one owner; £615; h.p., exchanges.—J. Perry, mead, Prestwich, Manchester. Prestwich 2057. [C2082]

**1957** Hillman Minx Series I saloon, 18,000 miles only, one owner, pearl grey/antelope; £654.—Northwood Hills Motor Co., Northwood 3271. [C3129]

**CONVERTIBLE**, series I, 23,000 miles, most extras, less wireless, excellent condition, owner-driver and carefully maintained; £640 (1 hope!).—Hampstead 1665. [9093]

**1956** Minx de luxe Series I, 18,000 miles, radio, heater, spot lamps, etc., immaculate; £645 o.n.o.—12, Hornbeam Rd., Guildford. Tel. 68825. [9423]

**1955** Hillman Minx Mark VII convertible, immaculate car, genuine bargain; £469.—G.P. (Baltham), Ltd., 2c, Baltham Hill, S.W.12 (100 yards Chapman South Tube). Batt. 1107. [C2024]

**AZ** MOTORS offer 1955 Minx de luxe saloon, grey, one owner, since new, beautiful order; £650. Also 1954 estate car; £425.—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

**H**ILLMAN Minx convertible, series II, seafront green, hood new, written guarantee; £527.17.—M.E.T. Garages, Ltd., 409, Kilburn Hill, N.W.6. Tel. Maide Vale 4801/7082. [C3151]

**1957** Hillman Minx Mk. VIII estate car, one owner, heater, immaculate condition; £565.—Arnots Garage, Ltd., Grange Rd., Willesden N.W.10. Willesden 0161. [C1167]

**1958** (March) Hillman Minx Series II de luxe saloon, blue, one owner, excellent condition; £705.—Cattermole Garage, Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [C1180]

**1956** Minx de luxe saloon, guaranteed; £550; also 1951 Minx drop head convertible, heater, guaranteed; £345; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029]

**1957** series I Hillman Minx convertible, grey, red upholstery, Alexander twin carb. conversion, Laycock overdrive, many extras, low mileage, one owner; £695.

**MICHAEL CHRISTIE MOTORS**, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. [C1094]

**695** gns.—Hillman Minx 1958 model series II de luxe saloon, Fiesta blue, radio, one careful owner, spare unused, written guarantee, terms, exchanges.—Rowland Smith, below.

**595** gns.—Hillman Minx 1957 de luxe saloon, heater, carefully used, written guarantee; terms, exchanges.—Rowland Smith, below.

**325** gns.—Hillman Minx 1952 Phase V convertible, grey, heater, very good condition, written guarantee; terms, exchanges.—Rowland Smith, below.

**295** gns.—Hillman Minx 1951 Phase IV saloon, black, fawn upholstery, very good condition, written guarantee; terms, exchanges, list, open 7 days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**1952** Mk. V Hillman estate, low mileage excellent condition, Corinth blue, overriders, Ace Rimbellishers, heater, Ekco radio, boxed December; £445.—Mills, Down View, Hungerford. [9401]

**ROSE & YOUNG**, Ltd., offer:—1958 Hillman Minx estate car, fitted heater and radio, an immaculate one-owner example; £795.—69-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tel. Hill 6464. [C3087]

**1957** (March) Minx saloon, this is a one owner car in really excellent condition throughout, finished in Cornish blue with red interior, fitted full width front seating, twin chrome passlamps, twin chrome exterior mirrors, a most immaculate example; £585, terms, exchanges.—Rowland Smith, below.

**M**IDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457. [C3000]

## HILLMAN

**SERIES I** Minx saloon de luxe series, immaculately finished in duo grey with grey hide upholstery and equipped with practically every possible extra accessory that can be fitted to a motor car including built-in radio, heater, windscreen washers, engine performance indicator, Rootes badge bar with two fog/passlights, twin wing mirrors, this car has been serviced by the local Rootes agents and has been superbly maintained but its condition is quite exceptional in every way; £695.

**450** other cars available; write for fully descriptive priced catalogue.  
**C**AMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; open Sundays 10 a.m. to 1 p.m.; unrestricted hire purchase terms; exchanges. [C1035]

## HILLMAN HUSKY

**C**AR MART, Ltd.

**O**FFER with six months' guarantee.

**£585**—Hillman Husky, heater, speedometer reading 17,000 miles, reg. 1958.  
**C**AR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059]

**H** BEART & Co., Ltd., offer:—

**1955** Hillman Husky, green with green interior, low mileage, one owner; £425.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081]

**WARWICK WRIGHT, Ltd.**, offer:—

**1958** Hillman Husky double duty, 2-tone grey, red upholstery, heater, 14,000 miles; £635.  
**1956** Hillman Husky double duty, fawn and pearl grey, red upholstery, heater, 16,000 miles; £475.

**WARWICK WRIGHT, Ltd.**, Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

**1958** Hillman Husky, blue and grey, heater, one owner, 8,000 miles, very clean; £630.—Way Park Garages, Ltd., Reigate, Tel. 2263. [9765]

**1958** Husky, 2-tone, low mileage, radio, heater, extras; £650.—Pisholme, Eaton Park, Cobham 2718. [9346]

**1955** Hillman Husky, available 7 days, grey; part exchange terms. The Contay Motor Works, Ltd., 164a, Southwark Bridge Rd., S.E.1. Waterloo 6162-3. [C1174]

## Hillman Cars Wanted

**R**OWLAND SMITH'S, the Hillman buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

**A**LMOST new Hillman required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8865. [W5016]

**!!!** Estate Cars, Ltd., the Utility Specialists, urgently require Hillman Estates.—401, Upper Richmond Road West, East Sheen, S.W.14. Prospect 7648-9. [C0559/R]

**PHOENIX MOTOR CO. (SURREY), Ltd.**, Phoenix House, High St., Sutton, Surrey, wish to purchase good used, small mileage Hillman Minx de luxe saloon.—Tel. Vig. 0161. [W3044]

## Hillman Spares and Service

**N**ORMAND, Ltd.

**T**he best service only, highly skilled mechanics with efficient supervision.  
**N**ORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0624]

**L**ANGNEY MOTORS, Ltd., Main Dealers, Langney Rd., Eastbourne, Tel. 7600 (5 lines).—Largest range, prompt and efficient service.

**A. V. MOTORS, Ltd.**, Teddington, Rootes Group agents for Hillman service and spares.—Kin. 8615 and 0710. [0769/R]

**P**LENTY of spares and reconditioned units for all models, 1934-57, the V.D. will have the largest stocks, everything available, no waiting; c.o.d. service.

**R. J. GRIMES, Ltd.**, Hadeleigh Garage, Maripit Lane, Coulsdon, Surrey, Tel. Uplands 3637 and 3526. [0376/R]

**M**ODERN SERVICE GARAGE, Wimbledon (Rootes main dealers); speedy service on all Hillmans, Humber and Sunbeam spares and all accessories.—Tel. 5155. [0003/R]

## HOTCHKISS

**1948-9** show model Hotchkiss drop head coupe, luxurious car, fraction of original cost; £435.

**TAYLOR & CRAWLEY**, 42a South Audley St. (entrance Adams Row), Mayfair, W.1. Fro. 6881. [C4036]

## H.R.C. Cars Wanted

**R**OWLAND SMITH'S, the H.R.C. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

## HUDSON

**1955** Hudson Hornet, r.h.d., 21,000 miles, one owner, radio, heater, overdrive.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Tel. Kensington 4858-9. [C4028]

## Hudson Spares and Service

**H**UDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621.—First-class service for all Hudson cars, spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [0065/R]

## HUMBER

**H**ALLS. (November) Humber Hawk limousine, black beige leather upholstery, overdrive, heater, fog light, one owner, excellent condition; £595.  
**886**—High Rd., North Finchley (Tally Ho!), London, N.12. Hillside 1044. [19000]

## SCOTT CARS.

**1956** series Humber Hawk estate car, overdrive, radio, heater, outstanding condition; £545.  
**1953** Humber Super Snipe, heater, in excellent condition throughout; £385.

**SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676 7779. [C4016]

## HUMBER

## ROOTES.

**H**AVE available a range of Humber cars of very low mileage.  
**L**ONDON, W.1.

**D**EVONSHIRE House, Piccadilly.

**G**RO. 3401.

**B**IRMINGHAM, 2.

**L**OWER Temple St.

**C**EN. 8411.

**M**ANCHESTER, 2.

**129** Deansgate.

**B**LA. 6677.

**C**AR MART, Ltd.

**O**FFER with six months' guarantee.

**£650**—Humber Hawk saloon, heater, overdrive, CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059]

**H. A. SAUNDERS, Ltd.**

**1958** Humber Hawk saloon, duo blue, blue upholstery, recorded mileage 11,041, heater, radio; £1,095.

**H. A. SAUNDERS, Ltd.**, 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4032]

**SIDNEY MARCUS, Ltd.**

**1958** Humber Hawk Series II automatic, 8,000 miles, burgundy and beige, like a new car; £1,275.—33, Sloane St., S.W.1. Belgraveia 5721. [C3006]

**A1 GARAGE, Ltd.**, offer:—

**1956** Humber Super Snipe touring limousine, burgundy, one owner, 27,000 miles, radio, heater, overdrive, twin fog lamps, wing mirrors, white-wall tyres in superlative condition; £695.

**14**—16, Childs Place, Earls Court, S.E.5. Fre. mantle 8181. [0616/R]

**WILCOX & Co. of Northolt.**

**1949-51** Humber Pullman limousines, from £650, —Viking 2-74. [C4152]

**H. BEART & Co., Ltd.**, offer:—

**1956** Humber Hawk saloon, finished in duo blue/grey, blue leather, fitted heater, radio, one owner; £725, 102 London Rd. and High St., Kingston-on-Thames, Kingston 3348. [C1081]

**1954** Humber Hawk saloon; £485.

**1954** Humber Hawk, radio and heater; £435.

**MONTROE MOTORS (N. H. BOSWELL)**, 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1771-2. [C3088]

**WARWICK WRIGHT, Ltd.**, offer:—

**1954** (December) Humber Hawk Mark VI overdrive saloon, grey, radio, heater; £550.

**1953** Humber Hawk Mark V saloon, grey, red upholstery; £450.

**WARWICK WRIGHT, Ltd.**, 393, Edware Rd., N.W.2. Gladstone 0041. [C4137]

**WARWICK WRIGHT, Ltd.**, offer:—

**1955** Humber Super Snipe Mark IV touring limousine, black, red upholstery, heater, 21,000 miles; £650.

**1958** Humber Super Snipe (overdrive) saloon, 2-tone grey, red upholstery, heater, 5,000 miles; £1,475.

**1958** Humber Super Snipe Series I (automatic) saloon, 2-tone blue, red upholstery, radio and heater, 8,000 miles; £1,575.

**1958** Humber Hawk Series I touring limousine, black, blue upholstery, under 1,000 miles; £1,275.

**1955** Humber Hawk Mark VI saloon, blue, red upholstery, heater, 16,000 miles, £645; another, similar mileage.

**1957** Humber Hawk Series I automatic saloon, black and grey, red upholstery, heater, 6,000 miles; £1,195.

**1957** Humber Hawk Series I overdrive saloon, black and grey, red upholstery, heater, 11,000 miles; £1,095.

**1958** Humber Hawk Series I saloon, burgundy and beige, beige upholstery, heater, 7,000 miles; £1,095.

**WARWICK WRIGHT, Ltd.**, Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4048]

**COOMBS & SONS (GUILDFORD), Ltd.**

**H**UMBER Hawk estate car, 1958, one owner, low mileage, finished in blue and grey, much sought after, very rare find! Total mileage only 16,000, ideal for family or business transport; £1,275.

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Surrey. Guildford 62907. [C1057]

**CATERHAM MOTOR Co., Ltd.**, offer:—

**1957** Humber Hawk Series I saloon, black with red upholstery, 13,000 miles; £1,090.

**CATERHAM MOTOR Co., Ltd.**, Reigate 2245. [C1167]

**SEYMOUR & CLEMENTS, Ltd.**, offer:—

**1955** Humber Hawk saloon, smoke blue, red leather, overdrive, radio, heater, one owner, beautifully kept.—39, Watford Way, Hendon Central, NW 4 Hendon 9111. [C4007]

**H**ENLYS offer with 4 months' guarantee:—

**1957** Humber Super Snipe saloon, overdrive, heater, one owner, blue and grey with grey interior; £695.

**H**ENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [9533]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HUMBER

**1954** Humber Super Snipe, one owner, exceptionally well maintained; £465.  
JACQUIER, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043]

**1957** Humber Hawk estate car, radio, heater, overdrive, beautiful condition; £925.  
TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6981.

**A&S** Ltd. Humber Pullman and Imperial seven passenger cars. See under Limousines.  
ALPE & SAUNDERS, Ltd. (Limousines Purchased), A Providence Court, North Audley Street. (Near Selfridges.) Mayfair 2941. [C1006]

**CAMDEN MOTORS**, the Limousine specialists, for post-war Humber Pullmans, all models available:—  
**1952** Humber Pullman Mark III limousine, Thrupp and Maberly 7-seater bodywork, finished black with full width occasional, immaculate upholstery in leather front, cloth rear with Regency tailored seat covers to both compartments, one owner since new, privately taxed, whitewall tyres, link protective mats, heater, washers and underseal; £895.

**CAMDEN MOTORS**, Leighton Buzzard 2041. Write for special hire car catalogue and illustrated brochure. Open until 8 p.m. Open Sundays 10 a.m. to 1 p.m. Unrestricted hire purchase terms, exchanges. [C1035/1]

**HEARSES!** We are building deck and bearers on the 27th chassis. Inspection invited.  
ALPE & SAUNDERS (COACHBUILDERS), Ltd., A Station Approach, Kew Gardens, Richmond 1161. [C1102]

**1959** Humber Super Snipe saloon, automatic, radio, heater, 300 miles only; £1,595.  
BRITISH COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

**HUMBER HAWK**, 1955, radio and heater, blue with red interior, one owner, perfect example; £575; h.p. and exchanges.  
STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480/0298. [C9496]

**1951** Humber Hawk, radio, heater, excellent condition; £345.—Robbins, East Putney. Tel. 7381. [C5010]

**Hawk Mark VI**, grey with red upholstery, low mileage, one owner, heater, above average condition; £565.—Esher 2255. [C4086]

**1954** Humber Hawk de luxe saloon, heater, black, maroon hide, taxed December; £455.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**1952** (Oct.) Humber Super Snipe Mark III saloon, black, one owner since new, 55,000 miles; £350.—E. D. Abbott, Ltd., Farnham, Surrey. Tel. 6282. [C1135]

**1953** (July) Humber Super Snipe Mark IV saloon, black/silver grey, excellent condition; £395.—Cattermole (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [C1180/1]

**1952** Humber Super Snipe, grey, heater, new tyres and battery recently, two owners, good condition throughout; £265.—110, Battersea Rise, S.W.11 Battersea 0349. [C13177]

**1953-54** Humber Super Snipe, heater, radio, one outstanding condition; £445.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

**1956** model Humber Hawk, first registered Nov. '55, fitted heater and overdrive, this car is as new having done only 22,000 miles; £625.—Tel. Ford 3020 after 7 p.m. or week-end. [C1949]

**1956** Hawk, Corinth blue/mist grey, H.M.V. radio, overdrive, heater, Gold Seal tyres, etc., etc., as new; bargain £675.—C.M.S., Ltd., 346, Lewisham High St., S.E.13. Lee Green 1635. [C1184]

**LIMOUSINES**, extensive selection 1950 1954 privately owned Pullman including: 1950 Mark III Pullman, £695; 1952 Mark III Pullman, £985; 1954 Mark IV chv Pullman, £1,325; lists posted.  
JACK ALPE LIMOUSINES, 30, Marylebone High St. W.1 (near Baker St. Station). Welbeck 1121. [C1103]

**OUTSTANDING** value at £1,080, 1958 Humber Hawk Series I saloon, seal grey with red upholstery, fitted with heater, 8,800 miles only, in mint condition throughout.  
PHENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vlg. 0161. [C3044]

**425 gns.**—Humber Hawk 1954 Mark V saloon, mist green, red leather, radio, heater, pass light, wing mirrors, Ace Rimbells, unmarked, written guarantee, terms, exchanges.—Rowland Smith, below.

**145 gns.**—Humber Super Snipe October 1946 saloon, black, sliding head, brown leather, good condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**1958** new Hawk saloon, finished in 2-tone blue and grey with red hide interior, 12,240 miles, looks considerably less and quite indistinguishable from brand new, radio, heater and washers; £1,095.  
TEN other post-war Humber models available; from about £200.  
other cars available; write for fully descriptive price catalogue.

**CAMDEN MOTORS**, Leighton Buzzard 2041; open until 8 p.m.; open Sundays 10 a.m. to 1 p.m.; unrestricted hire purchase terms; exchanges. [C1035]

**1955** Humber Hawk Mark VI, black, overdrive, heater, etc.; one owner, superb and unblemished condition; £565; h.p. terms and exchanges.—E.R.C. Services, Summerland Gardens, Muswell Hill, N.10. Tel. Tudor 8073, Bow 4087. [C2095]

**1956** Humber Hawk, Corinth blue and dawn mist, in really immaculate and original condition; £685; parts and labour guarantee.—Strombos, Ltd., 30-32, Dudden Hill Lane, N.W.10. Willesden 4899 and 3934. [C4017]

**AZ** MOTORS offer 1951 Super Snipe saloon, radio, heater, choice 2, remarkable value; £275! Also 1950 Pickford convertibles, excellent condition, choice 2; gift £225!—Palmerston Rd., N.W.6, M.4. 423. [C111]

## HUMBER

**1957** model Humber Hawk, this is the full de luxe model with highly polished walnut dash and door panels, fitted all possible extras including H.M.V. push-button radio, heater/demister, twin chrome pass-lamps (Flamethrowers), twin chrome exterior mirrors, Ace Rimbells, screenwashers, brand new battery, all excellent tyres, spare unused, taxed for the year, a really excellent example, finished in unmarked two-tone dawn mist blue; £690, terms, exchanges.  
MIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457. [C3000]

## Humber Cars Wanted

**HUMBER** Pullman limousine, low mileage, must be immaculate.—Full particulars to Box 2902. [C9300]

**ALPE & SAUNDERS, Ltd.**, require Limousines or Imperials in above average condition.  
**A&S** Ltd., Providence Court, North Audley Street (Near Selfridges). Mayfair 2941. [W1006]

**ALMOST** new Humber required immediately.—Morley 76, Cambridge Rd., Kingston. Kingston 8885. [W3016]

**'58** Humber Hawk, low mileage, required urgently for client.—Kewwood Cars, Ltd., 78, Streatham Hill, S.W.2. Tulse Hill 1288. [9542]

**XXX** Excellent cash price offered for good Humber limousine.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

**ROWLAND SMITH'S**, the Humber buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/H]

**GOOD** Humber required immediately.—G. Edwards, 118, Amenbury Lane, Harpenden, Herts. Harpenden 2000. [W2000]

**PHOENIX MOTOR CO. (SURREY), Ltd.**, Phoenix House, High St., Sutton, Surrey, wish to purchase good used small mileage Humber Hawk saloon.—Tel. Vlg. 0161. [W3044]

## Humber Spares and Service

**THE** Humber specialists for all spares. Tel. Uplands 3637. See advt. under Parts & Accessories.

**LANGNEY MOTORS, Ltd.**, Main Dealers, Langney Rd., Eastbourne, Tel. 7600 (5 lines)—Largest range; prompt and efficient service. [0011 R]

## ISETTA

**1957** Isetta, one owner, 12,000 miles, blue; £250.  
**V&F** MONACO MOTORS.—Official B.M.W. Isetta retailers, immediate delivery—365, Fulham Rd., London, S.W.10. Tel. Flaxman 4536. [C1441]

**MPHW** for all miniature cars, new and used.—242, Brompton Rd., S.W.3. [C3156]

**AFN**, Ltd., offer 1957 German Isetta 300 in 2-tone blue at £265; new 3-wheeler plus and standard model stock, demonstrator available.—Falcon Works, London Rd., Keworth, Ls. 1011. [C2015]

**275 gns.**—Isetta 1953 Type 300 plus coupe, sun roof, r.h. drive, bumpers, twin screenwipers, flashicators, one owner, 6,000 miles, excellent condition; choice of 2 terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

## Isetta Cars Wanted

**PRIDE & CLARKE**—best buyers.—Brixton 6251. [W3068]

**GEORGE CLARKE** pay most. Tul. 3211. [0217 R]

**CLAUDE RYE** urgently require Isettats; top prices paid, h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [0254 R]

## Isetta Spares and Service

**AFN**, Ltd., offer complete service and repairs for all Isetta models; largest stock of spare parts in the country, including replacement engines, etc.—Hounslow 0011. [S2015]

## JAGUAR MARK VII

**HENLYS, Ltd.**  
**WE** have all models of Jaguar.—For addresses of showrooms, see advertisement under "Jaguar Miscellaneous." [0862 R]

**SCOTT CARS.**  
**1955** Series Jaguar Mark VII, Borg Warner automatic transmission, radio, heater, outstanding condition; £795.  
**SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

**BENTALLS, Ltd.**  
**1956** Jaguar Mark VII automatic, B.r.g., green upholstery, radio; £295.  
**1955** Jaguar Mark VII, overdrive, radio, loose covers; £750.—Kingston-on-Thames. Kingston 1001. [C1093]

**PEERLESS MOTORS** offer:—  
**1956** Mk. VII automatic, B.r.g., tan hide, 26,000 miles, radio, one owner; £995.  
**1952** Mk. VII, grey, red hide, 38,000 miles; £575.—Bath Rd., Slough. Tel. 25121. [9130]

**SILVERTHORPE MOTORS, Ltd.**  
**1956** model Mark VII, automatic, black, tan immaculate, moderate mileage, one owner, immaculate; £795.  
**1955** Mk. VII, overdrive, red leather, moderate mileage, one owner, absolutely immaculate; £725.—11, Fitzroy Sq., W.1. Euston 7811. [C4011]

**SWANMORE GARAGE**, offer:—  
**1955** Jaguar Mk. VII, M type saloon, black with red leather interior, fitted o.d. drive, radio, heater, wheeltrims, etc., in as new condition; £725.  
**1176**—80, Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 43344-3. [C4024]

## JAGUAR MARK VII

**H. BEART & Co., Ltd.**, offer:—  
**1954** Jaguar Mark VII saloon, black with red upholstery, fitted heater, overdrive, first-class order; £595.

**1956** model Jaguar Mark VII saloon, finished in duo grey with red interior, automatic gear box, first-class condition throughout; £895.

**1956** Jaguar Mark VII saloon M type, finished in black and grey, with red interior, fitted automatic gear box; £565-102, London Rd. and High St., Kingston-on-Thames. Kingston 3348. [C1081]

**DUNCAN HAMILTON & Co.** offer:—  
**1955** Mark VII M-type, grey with red interior, overdrive, one careful owner; £745.—33, High Rd., Blythe 3101. [C1091]

**B. J. HUNTER, Ltd.**, Austin agents, offer:—  
**1955** Jaguar Mark VII saloon, famous M series, overdrive, etc.; £750.  
**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

**DENHAM MOTORS (EAST MOLESEY), Ltd.**, offer:—  
**1956** (October) Jaguar Mark VII M type, finished in B.r.g., as new, radio, overdrive, heaters, screen washers, etc., new Melton cloth seat covers, 26,000 miles only, genuine bargain; £850.—Molesey 5485. [T9145]

**1952** Mk. VII Jaguar, dark green, with radio.—High Wycombe 3113. [C2129]

**PORTSEA MOTORS, Ltd.**, the Jaguar specialists, offer:—  
**1956** Jaguar Mark VII, overdrive, British racing green, one owner, 25,000 miles, unmarked; £865.

**1955** Jaguar Mark VII, automatic, battleship grey, red leather, beautiful condition; £875.  
**1955** Jaguar Mark VII, overdrive, radio, lots of extras; £795.—142, Finchley Rd., N.W.3. (Opposite Finchley Rd. Tube Station.) Hampstead 9661. [C3111]

**CAMDEN MOTORS** for high-class used Jaguars, selected cars from the extensive stock.  
**JAGUAR** Mark VII M-type saloon 1955, overdrive, radio and heater, racing green, underseal, loose covers; £685.

**JAGUAR** Mark VII saloon 1954, black with silver-grey flash, one owner, bills for servicing and overhaul available; £595.

**JAGUAR** Mark VII saloon 1952, black, red hide, same family ownership since new, complete history and service records available, far above average condition; £495.

**450** other cars available; write for fully descriptive price catalogue.  
**CAMDEN MOTORS**, Leighton Buzzard 2041. Open until 8 p.m. Open Sundays 10 a.m. to 1 p.m. Unrestricted hire purchase terms. Exchanges. [C1035]

**1955** Jaguar M type, Mark VII, overdrive, heater, guaranteed; £685; also  
**1954** Jaguar Mark VII, radio, heater, one owner, guaranteed; £570; also  
**1954** Jaguar Mark VII, overdrive, radio, heater, guaranteed; £490; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029]

**1954** Jaguar Mark VII, green leather, excellent condition throughout; £520.  
**MCCLAREN & COX, Ltd.**, 929, High Rd., North Finchley, N.12. Tel. Hillside 0560 6306-8. [C3083]

**1955-6** Jaguar Mark VII automatic, blue, grey hide, a specimen low mileage motor car; £845.

**1955** Jaguar Mark VII, black, red hide, overdrive, outstanding condition and value; £745.  
**1954** Jaguar Mark VII, two tone, red hide, a most attractive car; £565.

**HEWITTS GARAGE, Ltd.**, High St., Ambleside, Stourbridge 5138. [C2134]

**1954** Jaguar Mk. VII, grey/grey hide, overdrive, radio, heater, etc.—Central Newbury Motors, Ltd., Tel. Newbury 2000. [C1157]

**1954** Jaguar Mk. VII, 21,000 miles, heater, overdrive, immaculate; £640.—Barnes, 315, Finchley Rd., N.W.3. Ham. 2221. [C1142]

**1955** Jaguar M type, overdrive, in outstanding condition; £765.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

**£699**—Jaguar M type saloon, 1955, fitted many extras including XK steering; terms, and exchange arranged.—Valentine 4674. [C2151]

**1956** Jaguar Mk. VII M automatic, 25,000 miles, one owner, maroon; £975; 6 months' guarantee.  
**COX & Co.**, Buxton Rd., Hazel Grove, Cheshire. Stepping Hill 4455. [C1182]

**1956** Jaguar Mk. VII automatic saloon, very carefully maintained, low mileage, guaranteed condition; £875.  
**TAYLOR & CRAWLEY**, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6981.

**£699**—1955 Jaguar M-type with overdrive, black, red leather, choice 2; choice also 1956 automatic Borgwarner and 1953 models from £500.  
**LAMBS OF WOOD GREEN** (Established 1897)—100 cars; written guarantee; exchanges; easiest terms.—421-423, High Rd., Finchley. Finchley 6222. [C2052]

**1955** (Feb.) Jaguar Mark VII, M type, black, overdrive, radio, heater, 33,000 miles, one owner supplied by us; £765.  
**GEORGE NEWMAN & Co.**, 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023]

**1955** Jaguar Mark VII M type saloon, overdrive, radio, Michelin X, carefully used and maintained, excellent condition; £675.  
**1952** Jaguar Mark VII saloon, radio, heater, care-fully used and in excellent condition; £420; terms.—Philip Foster, 108, High St., Uxbridge. Tel. 4202. [S965]

**1954** Mk. VII, heater, radio, overdrive, duo colour, in exceptionally good condition throughout; £525.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JAGUAR MARK VII

1956 (Sept.) Jaguar Mark VII M Borg Warner automatic, one owner, immaculate, black with Mark VIII chrome styling, superb condition throughout, taxed Dec., fully guaranteed; £295.

1955 Jaguar Mark VII M, overdrive, radio, grey, most magnificent car in all respects, new Goodwears, taxed Dec., faultless; £295.

1955 (Series) Jaguar Mark VII M, overdrive, radio, Cornish grey, this car represents wonderful value, taxed Dec.; £295.

EATON MOTOR Co., Eaton Socon 236 (St. Neots). (C1214)

£565—1954 Jaguar Mark VII saloon, black with red leather, radio, heater, one owner, superb condition throughout—Autosnips, 5, Balham High Rd., Balham 1509.

JAGUAR Mark VII M automatic, August, 1956, heater, director's car, chauffeur maintained, superb condition, 28,500 miles, taxed year; £930 or offer—Tel. F.C.M. Co., Crawley 1560 (Mr. Horne). (C1238)

1956 (March) Jaguar Mk. VII M type automatic saloon, one owner, radio, roof rack, etc., colour grey, written guar.; bargain at £845—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184.

495s.—Jaguar late 1952 Mark VII de luxe saloon, metallic blue, sliding head, red leather, heater, screen washers, Michelin X, excellent condition; written guarantee, terms, exchanges, list; open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

XXX 1956 Jaguar Mark VII automatic saloon, first registered June 1957, blue with grey leather interior, heater, clock, wing mirror, screen washers, Ace Rimbellishers, sliding roof, 2 pass lights and reversing light, in first-class condition throughout; written guarantee, terms, exchanges, list; F. Edwards, 28-34, Upper High St., Epsom, S.E. 5611. (C2001)

1954 (May) Jaguar Mark VII de luxe saloon, fitted overdrive which gives a guaranteed 22 m.p.g., finished in unmarked green with green leather interior, fitted twin chrome passalamps, twin chrome exterior mirrors, Ace Rimbellishers, heater, demister, loose covers, new battery, this is a really excellent one owner example and must be seen to be appreciated; £575, terms, exchanges, list; F. Edwards, 28-34, Upper High St., Epsom, S.E. 5611. (C2001)

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457. (C3000)

## Jaguar Mark VII Cars Wanted

ALMOST new Jaguar Mk. VII required immediately. —Morley, 76, Cambridge Rd., Kingston. Kingston 8885. (W3016)

ROWLAND SMITH'S, the Jaguar Mark VII buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

## JAGUAR MARK VIII

HENLYS, Ltd. WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." (C1065/R)

CAR MART, Ltd. OFFER with six months' guarantee.

£1595—Jaguar 3½-litre saloon, Mark VIII, heater, radio, sliding head, auto, speedometer reading 15,000 miles, reg. 1958. CAR MART, Ltd., 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 5434. (C1039)

H BEART & Co., Ltd., offer:—

1958 Jaguar Mark VIII saloon, automatic gear box, finished in duo grey with grey hide, superbly maintained by one owner; £1,495.

1957 Jaguar Mark VIII, finished in black Sherwood box, bucket seats, supplied by us to one careful owner; £1,395—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. (C1081)

CLARKE & SIMPSON, Ltd., offer:—

1957 Mark VIII automatic saloon, duo grey, 21,000 miles, one owner; £1,375—49, Sloane Sq., S.W.1. Tel. Sloane 0436. (C1048)

COOMBS & SONS (GUILDFORD), Ltd. JAGUAR Mark VIII saloon, 1957 model, beautifully finished in two shades of maroon with grey hide interior, Borg Warner automatic transmission, 19,000 miles only, a magnificent car at a moderate price; £1,595.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 6297. (C1057)

PETER BANTOCK CAR SALES offer:—

1958 Jaguar Mark VIII automatic, 5,000 miles only, duo-blue, grey leather, completely equipped with every conceivable extra, including VHF radio, Rally spot light, loose covers, etc., literally better than new; £1,595—104, High Rd., Chislehurst 2725/5870. (C1014)

HENLYS offer with 4 months' guarantee:—

1957 Jaguar Mk. VIII saloon, automatic, one owner, duo grey with red interior; £1,335. HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Guiliver 5721. (W1929)

1958 (Apr.) Jaguar Mark VIII, duo grey, automatic, 8,000 miles, one owner; £1,530. GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. (C3023)

1957 Jaguar Mark VIII automatic, low mileage, £1,225—Circus Garage (Brighton), Ltd., Brighton 27045/29545. (C1147)

1958 Mark VIII, automatic, 5,000 miles, radio, virtually new; £1,595—Pinner Motor Company, Pinner 456. (C3105)

1957 Jaguar Mark VIII, two tone grey, grey hide, automatic transmission, radio, one owner, excellent value; £1,195.

HEWITTS GARAGE, Ltd., High St., Ambicote, Stourbridge 5136. (C2138)

1957 Jaguar Mark VIII automatic, British racing green, one owner, immaculate condition; £1,395—Wray Park Garages, Ltd., Reigate, Tel. 2263. (W7863)

## JAGUAR MARK VIII

1958 Jaguar Mk. VIII black/brown leather, automatic, radio, heater, 19,000 miles one owner; £1,495—City Motors, George St., Oxford 48027. (C1146)

1957 automatic saloons, choice of two very exceptional cars, both fitted de luxe radio, one finished in black and grey and the other in duo-grey; from £1,275. (C1099)

KJ MOTORS, Ltd., Widmore Rd., Bromley, Ravensbourne 3456. (W9609)

JAGUAR Mark VIII automatic saloon, June 1958, 10,000 miles with bucket-type front seats, radio and heater, one lady owner since new, complete history available, superlative in every respect; £1,545. 450 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Open Sundays 10 a.m. to 1 p.m. Unrestricted hire purchase terms. Exchanges. (C1035)

1957 Jaguar Mark VIII saloon (automatic transmission), dual grey with blue interior, radio, heater, one owner, 21,000 miles, licensed year, superb condition; £1,175.

BELLE VUE GARAGE, Whitegate Drive, Blackpool. Tel. 28502. (W9407)

1957 (Sept.) Jaguar Mark VIII automatic saloon, claret interior maroon with red hide upholstery, fitted H.M.V. radio, 19,000 miles from new; £1,295.

M J. HUGHES, Ltd., The Highway, Beaconsfield 644. (C2152)

1958 (April) Jaguar Mk. VIII saloon, finished in Cornish grey/mist grey with light blue upholstery, fitted automatic gear box, heater, screen washers, spot lamps, one owner, low mileage.

CENTRAL MOTORS (SHEFFIELD), Ltd., Sheffield 29131. (W7769)

1958 Series Mark VIII automatic, one owner, 19,000 miles, special woodwork, an outstanding specimen; £1,550—Elmbridge Motors, Kingston By-Pass, Twilworth. Elmbridge 2254. (C4061)

JACK ROSE, Ltd., offer 1958 Mk. VIII fully automatic J saloon, duo-tone black and green, carefully driven, unmarked condition; accept £1,475—Stafford Rd., Wallington, Surrey. Wallington 6877. (C3056)

1958 Jaguar Mark VIII automatic, 2-tone grey and black, 12,000 miles, radio, heater; £1,485—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington. S.W.3. Tel. Kensington 485-5. (C4026)

## Jaguar Mark VIII Cars Wanted

GEORGE NEWMAN & Co. require for cash low-mileage Jaguar Mark VIII cars.—369, Euston Rd., London, N.W.1. Eus. 4466 (12 lines). (W3023)

## JAGUAR MARK IX

1959 (Feb.) Jaguar Mk. IX, duo-tone grey, overdrive, power steering, disc brakes, special Reutter seats, taxed year, under 2,000 miles, £200 under original cost, at £1,950.—R. Smith, Windermere, Westmorland, Tel. 951. (W9286)

## JAGUAR 2.4

HENLYS, Ltd. WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." (C1065/R)

BENTALLS, Ltd. 1956 Jaguar 2.4 SE blue with blue upholstery, one owner; £1,015—Kingston-on-Thames 1001. (C1093)

TOM GARNER, Ltd., offer:—

1957 Jaguar 2.4-litre special equipment saloon, Sherwood green, old; £8,000; £1,195.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

PEERLESS MOTORS offer:—

1956 B.R.G., green trim, radio, overdrive; £1,095.—Bath Rd., Slough, Tel. 25121. (W9131)

JAMES SPENCER, Ltd., offer:—

1957 model Jaguar 2.4 special equipment saloon, fitted overdrive, radio, etc., finished in black with red interior, undoubtedly one of the finest examples of this very popular model available; £1,125.

JAMES SPENCER, Ltd., Broadway, Bexley Heath, Tel. Bex. 4263/4209. (C4134)

CLARKE & SIMPSON, Ltd., offer:—

1957 (April) 2.4 s.e. saloon, Cornish grey, red leather, overdrive, Webasto roof, numerous extras, 25,000 miles, one owner, supplied and serviced by us; £1,195—49, Sloane Sq., S.W.1. Tel. Sloane 0436. (C1048)

DUNCAN HAMILTON & Co. offer:—

1957 2.4 special equipment saloon, pearl grey with red interior, overdrive, Michelin X tyres, Ace Rimbellishers, etc., one careful owner; £1,195.

1957 model 2.4, green with green interior, overdrive, one meticulous owner; £1,095.33. High Rd., Byfleet 3101. (C1091)

COOMBS & SONS (GUILDFORD), Ltd. JAGUAR 2.4-litre special equipment saloon with overdrive, finished in grey with blue interior, beautiful, expensive set of moquette loose covers, fitted push-button radio, wing mirrors and a genuine, guaranteed mileage of only 8,000, one-owner car, spotless; £1,365.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 6297. (C1057)

WEYBRIDGE AUTOMOBILES offer:—

1956 Jaguar 2.4 saloon, maroon with beige leather interior, excellent throughout; £1,045. WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2253. (C4094)

CMI CAR SALES (Primrose 6623) offer:—

1956 Jaguar 2.4, B.R.G., engine just overhauled, excellent condition; £1,095. 3 months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

## JAGUAR 2.4

GORDON & GLYNN, Jaguar specialists.

1958 Jaguar 2.4 special equipment saloon, finished in Cotswold blue with blue interior, fitted with overdrive, disc brakes, H.M.V. twin speaker radio, Regency seat covers, etc., one private owner and a genuine 8,537 miles only; offered at £1,525. Gordon & Glynn, 79, Cadogan Lane, Sloane St., S.W.1. Sloane 6326/4017. (C2073)

PORTSEA MOTORS, the Jaguar specialists.

1957 Jaguar 2.4 special equipment, grey, red leather, 15,000 miles only, one owner, unmarked; £1,195—142, Finchley Rd. N.W.3. (Opposite Finchley Rd. Tube Station) Hampstead 9661. (C3111)

WILLIAM GORDON CARS OF COVENTRY offer:—

1956 Jaguar 2.4 special equipment, one owner, 21,000 miles only, works maintained, radio, heater, etc., Pacific blue, part exchange and credit facilities available—Sovereign Road Garage, Earlsdon, Coventry, Tel. 73377/68349. (C2102)

CHIPSTEAD MOTORS.—See display panel page 80. (C1046)

1957 Jaguar 2.4 special equipment, overdrive, excellent condition; £1,135.

SCOTT CARS, 541-547, Finchley Rd., Hampstead, London, N.W.3. Hampstead 676/779. (C4016)

AUGUST 1957 2.4 Jaguar, overdrive, 12,000 miles, grey, red interior, heater; £1,200—Acura 6911-2-3. (C4113)

2.4 off white immaculate saloon, chauffeur maintained; £1,145; terms, exchanges.—Rudds, 41, High St., Worthing 7773-4. (W9511)

1957 Jaguar 2.4 saloon, all extras, including overdrive, black, genuine low mileage, 16,000 miles full condition throughout; £1,025.—Putney 2770. (W9573)

£1145!!!!—1957 Jaguar 2.4 de luxe saloon, one owner, bodywork like new, 100% chassis, speedometer records 15,000, overdrive, special equipment; choice 2.

LAMBS OF WOOD GREEN (Established 1897)—100 cars, written guarantee, exchanges, easiest terms.—421-423, High Rd., Finchley, Finchley 6225. (C2053)

1956 Jaguar 2.4 special equipment saloon, radio, Michelin X tyres, one owner; £1,065.—Wheeler's (Newbury), Ltd., The Broadway, Newbury 1020. (C4123)

2.4 Jaguar 1957 model S.E. overdrive, heater, new tyres, immaculately maintained, one owner; £1,145—"Shires," East Hill, Frome, Somerset. Tel. 2015 or 2815. (W9354)

1956 Jaguar 2.4 special equipment, H.M.V. twin speaker radio, overdrive, Michelin X tyres, suede green with green interior, completely unmarked and faultless, taxed Dec.; £1,135.

EATON MOTOR Co., Eaton Socon 236 (St. Neots). (C2114)

1957 2.4 Jaguar saloon one owner, 16,000 miles only, colour black, excellent condition, written guar.; £1,095—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. (C1050)

1956 (June) 2.4 Jaguar, special equipment model, H.M.V. radio, black, brown leather, 18,000 miles recorded, unrepeatable offer; £995 or terms.—Margate Motors, Northdown Rd., Margate, Thanet 20547. (W9604)

ROSE & YOUNG, Ltd.—1956 Jaguar 2.4-litre special equipment saloon, low mileage, fitted Webasto sun stage 2 tuned, immaculate example; £1,045.—65-69, Strentham Ave., Strentham Hill, S.W.2 (1 min. Strentham Hill Station). Tulsa Hill 6464. (C3057)

1957 (1958 model) Jaguar 2.4 special equipment saloon, B.R.G. with green leather, overdrive, Koni shock absorbers, many extras, 8,900 miles, one owner; £1,200—60, Thurlo Park Rd., S.E.21, Cip. 1978. (W9460)

JAGUAR 2.4 1956 special equipment saloon, with £40 radio, superb in maroon with red leather, cost new nearly £1,600; our price for an as new car reg. maintained by Jaguar agents £995 only.—Catskill Garage, Catskill, Bromsgrove, Worcs. Tel. Bromsgrove 2236. (W9602)

995s.—Jaguar, 1956, 2.4-litre, S.E. saloon, B.R.G., green leather, radio, heater, screen washers, excellent condition; written guarantee; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1959 April Jaguar 2.4, 78 miles only, owing to customer's cancellation we offer this special equipment model with overdrive, disc brakes, finished grey, red upholstery, at £80 under cost price; immediate delivery, terms, exchanges.—Quality Automobiles of Chiswell, Nottingham, Hooles E50 Station, By-Pass Road, Tel. Beeston 257760 or 258055. (W9478)

Jaguar 2.4 Cars Wanted.—Pinner Motor Co., Pinner 456. (W3105)

DUNCAN HAMILTON & Co. urgently require post-war Jaguar 2.4s.—33, High Rd., Byfleet 3101. (W1091)

XXX Excellent cash price offered for good 1954 Jaguar 2.4—H. F. Edwards, 154, Great Titchfield St., London, W.1. Lancham 0012. (W2003)

ALMOST new Jaguar 2.4 required immediately. —Morley, 76, Cambridge Rd., Kingston. Kingston 8885. (W3016)

1957-8 Jaguar 2.4 saloon required, consider 3.4 automatic.—Greenways, 81, Alresford Rd., Winchester. (W4087)

ROWLAND SMITH'S, the Jaguar 2.4 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

## JAGUAR 3.4

HENLYS, Ltd. WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." (C1065/R)

SIDNEY MARCUS, Ltd. JAGUAR 3.4, overdrive, disc brakes, 5,000 miles; £1,625—33, Sloane St., S.W.1. Tel. Belgrave 3721. (C3006)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JAGUAR 3.4

PEERLESS MOTORS offer:—

1957 B.R.g. green trim, overdrive, short wave radio, one owner, 12,000 miles; £1,395.—Bath Rd., Slough. Tel. 25121. [C1932]

CLARKE &amp; SIMPSON, Ltd. offer:—

1958 3.4 s.e. saloon, mist grey, red leather, disc brakes, overdrive, radio, supplied and serviced by us, 7,000 miles only; £1,675.—49, Sloane Sq., S.W.1. Tel. Sloane 0436 [C1048]

DUNCAN HAMILTON &amp; Co., offer:—

1957 3.4 special equipment, 10,000 miles only, special 2-tone grey and blue with red interior, fitted overdrive, turbo discs, wing mirrors, etc., extremely attractive; £1,435.—35, High Rd., Byfleet 5101. [C1091]

GUY SALMON AUTOMOBILES offer:—

1959 (series) Jaguar 3.4-litre saloon, disc brakes, overdrive, radio, 8,000 miles, one owner; £1,695.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

GORDON &amp; GYNN, Jaguar specialists.

1958 3.4 Jaguar saloon, fitted with overdrive and disc brakes, finished in B.R.g. with green interior, a one-owner car with a genuine mileage of 8,123; offered at £1,625.—Gordon & Gynn, 79, Cadogan Lane, Sloane St., S.W.1. Sloane 8326-4017. [C2075]

HENLYS offer with 4 months' guarantee:—

1957 Jaguar 3.4-litre saloon, overdrive, one owner, Cotswold blue with grey interior, £1,395. HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 0081 9782. [C9526]

WEYBRIDGE AUTOMOBILES, Ltd., offer:—

1957 Jaguar 3.4 saloon, grey with red interior, fitted with overdrive, one owner, 16,000 miles, excellent condition throughout; £1,395. [C1091]

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2235, extn. 19. [C4094]

TANKARD &amp; SMITH (CHELSEA), Ltd., offer:—

1957 Jaguar 3.4-litre saloon, pearl grey/red, fitted overdrive, heater, 10,000 miles, faultless condition; £1,475.—194-196, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4601 (5 lines). [C4025]

THE TOURIST TROPHY GARAGE, Ltd., offer:—

1957 Jaguar 3.4-litre saloon, special equipment model, B.R.g. tan, exceptional condition throughout, new tyres, engine just decarbonised; £1,395.—Farnham, Surrey. Tel. Farnham 5363. [C4110]

CHIPSTEAD MOTORS.—See display panel page 80. [C1046]

1957 Jaguar 3.4, automatic transmission, one owner, very low mileage, immaculate. SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1957 Jaguar 3.4, overdrive, grey/red, 14,000 miles only, one owner, excellent condition; £1,395. SAUL & SLATTER, Ltd., 44 & 46, Aldermans Hill, Palmers Green, N.15. Tel. Fox Lane 1066. [C4002]

3.4 Jaguar, 1957, automatic, grey with red interior, low mileage; £1,425.—Acorn 8911-2-3. [C1113]

1958 (May) 3.4 Jaguar saloon, automatic transmission, disc brakes, 12,000 miles, one owner; £1,595. GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023]

1958 Jaguar 3.4, grey, red, radio, overdrive, disc brakes, one owner, 5,000 miles only, virtually brand new; £1,625. HEWITTS GARAGE, Ltd., High St., Ambicote, Stourbridge 5138. [C2138]

1958 Jaguar 3.4 saloon, disc brakes, o/d; also 2 1957 models, exchanges.—Wessex Motors, St. Cross Rd., Winchester. Tel. 5555 Mr. Ingoldby [C4087]

1958 Jaguar 3.4 saloon, fitted overdrive and disc brakes and finished in Cornish grey, excellent condition.—Tel. Mr. Gray, Wessex Motors, New St., Salisbury. Tel. 3275. [C4087/1]

1958 3.4 Jaguar saloon, 7,000 miles, disc brakes, overdrive, B.R.g. one owner, as new; £1,575.—Pride & Clarke, 156, Stockwell Rd., S.W.9. Bri. 6251. [C3068]

1957 3.4 special equipment saloon, automatic, grey with red, loose covers as new condition; £1,500.—Harold Hamblin (Cars), Ltd., Basingstoke, Tel. 19. [C2143]

JACK ROSE, Ltd., offer 1957 (June) 3.4 saloon, in red, special equipment, almost unmarked condition, carefully used; accept £1,525.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]

1957 (April) 3.4 automatic Jaguar saloon special equipment, one owner since new, immaculate racing green with radio, undersale and Michelin X, 9,450 very careful miles and indistinguishable from brand new; £1,495. 450 priced catalogue. CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Open Sundays 10 a.m. to 1 p.m. Unrestricted hire purchase terms. Exchanges. [C1035]

1958 (May) Jaguar 3.4, automatic saloon, disc brakes, heater, radio, 5,900 miles only, blue with blue leather, taxed year, as new throughout; £1,695.—Gavin Fairfax, Ltd., Virginia Water, Tel. Wentworth 3154. [C2099]

1958 Jaguar 3.4 automatic saloon, grey, grey interior, radio, heater, disc brakes, one owner, 7,000 miles, as new, list price £2,000; our price £1,645.—Richard & Gaten, Ltd., 100/106, Peckham Rise, S.E.15. Tel. New Cross 2563. [C4142]

JAGUAR 3.4

1958 (June) Jaguar 3.4 saloon, 7,000 miles only, overdrive, disc brakes, etc., maroon, excellent appearance and order, written guar., £1,565; also, 1957 automatic 3.4 saloon, one owner, showroom condition, written guar., £1,450.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]

Jaguar 3.4 Cars Wanted

Low mileage 3.4 Jaguars wanted.—Pinner Motor Co., Pinner 456. [W3105]

DUNCAN HAMILTON & Co. urgently require post-war Jaguar 3.4s.—33, High Rd., Byfleet 5101. 8885. [W1091]

ALMOST new Jaguar 3.4 required immediately.—A Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016]

1958 Jaguar 3.4 saloon required, consider automatic, cash payment.—81, Alresford Rd., Winchester. [W4087]

ROWLAND SMITH'S, the Jaguar 3.4 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

JAGUAR XK120

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [0664 R]

1954 Jaguar XK120 drop head, finished in dark green, fitted radio and heater; £650.—King's Motors, New Rd., Oxford. Tel. 48458-9. [C3136]

1954 Jaguar XK120 drop head coupe, radio, turbo disc, etc.; £660.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4873-4. [C2110]

395 gns.—Jaguar 1951 XK120 roadster, red, red leather, twin pushlights, excellent condition, written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

XK120 1951, red, heater, special Hi-Fi radio, seat covers, nearly new X all round, special Marshall head lamps, spot light, tonneau cover, etc., all in really outstanding condition and not to be confused with the average XKs usually offered at this price; £475.—Hillside 1633. [9541]

FABULOUS XK120 2-seater 1952, with C-type modifications, Alfin brakes, wire wheels, special exhaust, Michelin X tyres, chromed luggage grid, average speed clock, tonneau cover, heater, washers and twin fog and passlights, special drivers' bucket-type racing seat, this car has won first prize (unlimited class), Alpine Rally; first prize Shettleton E.C.M.C. and the Belgium National record where it achieved a proven speed of 141.8 mph; numerous other trophies have been gained and we believe this Jaguar to be the very finest example in this or any other country; colour British racing green with tan hide; offered to the connoisseur of really fine sports cars at the unrepeatable figure of £595. [9541]

FURTHER selection of Jaguars under Jaguar unclassified, Alfin brakes, wire wheels, special exhaust, Michelin X tyres, chromed luggage grid, average speed clock, tonneau cover, heater, washers and twin fog and passlights, special drivers' bucket-type racing seat, this car has won first prize (unlimited class), Alpine Rally; first prize Shettleton E.C.M.C. and the Belgium National record where it achieved a proven speed of 141.8 mph; numerous other trophies have been gained and we believe this Jaguar to be the very finest example in this or any other country; colour British racing green with tan hide; offered to the connoisseur of really fine sports cars at the unrepeatable figure of £595. [9541]

450 other cars available; write for fully descriptive priced catalogue. CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Open Sundays 10 a.m. to 1 p.m. Unrestricted hire purchase terms. Exchanges. [C1035]

ROWLAND SMITH'S, the Jaguar XK120 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

JAGUAR XK140

HENLYS, Ltd. WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [0664 R]

PEERLESS MOTORS offer:— 1956 Jaguar XK140 drop head coupe, overdrive, radio, grey, one owner; £995.—Bath Rd., Slough. Tel. 25121. [9593]

DUNCAN HAMILTON & Co. offer:— 1955 XK140 d.h.c., 27,000 miles only, pastel blue/blue interior, overdrive, radio, Ocelot covers, fitted mats, Michelin X tyres, wing mirrors, etc., a car for the connoisseur, in virtually unblemished 1958 condition throughout; £955. [C1091]

1955 XK140 d.h.c., grey, red interior, overdrive, radio, Michelin X tyres, etc.; one owner; £995.—33, High Rd., Byfleet 5101. [C1091]

CLARKE & SIMPSON, Ltd., offer:— 1956 (Model) XK140 fixed head coupe, battleship grey, red leather, guaranteed mileage 14,500, specimen condition; £995.—49, Sloane Sq., S.W.1. Tel. Sloane 0436. [C1048]

COOMBS & SONS (GUILDFORD), Ltd. JAGUAR XK140 fixed head coupe, full special equipment model, easy clean wheels, overdrive, push-button radio, C type cylinder head, twin exhaust system, finished in unmarked black with red interior, genuine total mileage of 17,000 only 1956 model, service history available since new; £995. [C1057]

HENLYS offer with 4 months' guarantee:— 1956 Jaguar XK140 drop head coupe, overdrive, light blue with red interior; £1,065. HENLYS, Ltd., 958-964, High Rd., North Finchley, N.12. Hillside 6666. [9521]

BOON & PORTER, Ltd., Jaguar main dealers. 1956 XK140 f/h coupe, grey/red, 20,000 miles, 1956 radio, one owner, immaculate; £995. CASTELNAU, S.W.13. (Nr. Hammersmith Bridge.) Riverside 4444. [C1022]

JAGUAR XK140

1956 Jaguar XK140 hard top, small mileage, wire wheels, twin exhaust, radio, etc., excellent condition; choice of two from £945. A. FREEMAN, Ltd., Grosvenor Garage Burnage 2874, Levenshulme, Manchester, 19. Rusholme [C2111]

XK140 1955 f.h.c. special equipment, C type head, lead bronze bearings, overdrive, many extras; £950.—Bleakley, Trinity St. Bolton, Tel. Bolton 755. [9558]

£849.—Jaguar XK140 drop head coupe, 1955, blue, one owner, low mileage, wire wheels, twin exhausts, washers, spot light, mascot; terms and exchange arranged.—Valentine 4674. [C2151]

JAGUAR 1955 (July) XK140 fixed head coupe, British racing green, overdrive, Ace turbo discs, 2 Lucas driving lamps, 2 Marchal fog lamps, recorded mileage 24,750; £795.—MacVitie, Malvern. Tel. 300. [9842]

1955 Jaguar XK140 fixed head coupe, this car has been handled with every respect and looks and runs as new, H.M.V. radio, maroon with beige interior, new Continental tyres, perfect specimen, taxed Dec. 2, 1955. EATON MOTOR Co., Eaton Socon 236 (St. Neots). [C2114]

1956 Series XK140 drop head coupe, special equipment model, white, many extras, including radio; £985; terms and exchanges arranged.—Oliver, Spring Haven, Cherry Walk, High Salvington, Worthing. Swanedan 713. [9531]

Jaguar XK140 Cars Wanted

BARTLETT.—Consult us before selling or exchanging your XK140.—27, Pembroke Villas, W.11. Bayswater 0523. [W1015]

JAGUAR XK150

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [0664 R]

R. HARDY & SON offer:— 1958 Jaguar XK150 drop head coupe, overdrive, extras include wire wheels, disc brakes, etc., in excellent condition throughout; £1,650.—52-55, Marylebone High St., W.1. Hunter 0942. [6213]

HAROLD RADFORD & Co., Ltd. 1958 (Sept.) XK150 fixed head coupe special equipment, automatic, radio, cream with red upholstery, 5,500 miles; £1,825.—Kensington [C4147]

PHILIP RICKARDS, Ltd., offer:— 1958 series Jaguar XK150 fixed head coupe, Cotswold blue, disc brakes, O.D.S. £1,900 miles, immaculate; £1,525.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

DUNCAN HAMILTON & Co. offer:— 1958 XK150 f.h.c., 8,000 miles, special equipment, Cotswold blue, disc brakes, wire wheels, etc.; £1,545.—33, High Rd., Byfleet 5101. [C1091]

BOON & PORTER, Ltd., Jaguar main dealers. 1959 series XK150 d/h coupe, grey, automatic transmission, disc brakes, wire wheels, 4,900 miles; £1,675. CASTELNAU, S.W.13. (Nr. Hammersmith Bridge.) Riverside 4444. [C1022]

CHIPSTEAD MOTORS.—See display panel page 80. [C1046]

1958 Jaguar XK150 fixed head, special equipment, overdrive, H.M.V. radio, wire wheels, new Avon Speeds, completely unmarked, as new, taxed Dec.; £1,575. EATON MOTOR Co., Eaton Socon 236 (St. Neots). [C2114]

XK150 Jaguar 1958 hard top special equipment, with overdrive, Cotswold blue with dark blue interior, 1,900 miles, one careful owner; £1,700 o.n.o.—Tel. Lee Green 1072. [9560]

1959 (Feb.) Jaguar XK150 automatic S/E fixed head coupe, disc brakes, pearl grey with red, fitted every extra including radio, loose covers, Ace Rimblishers, etc., 800 miles only, completely as new and £200 under list; £1,965. ALEC NORMAN (GARAGES), Ltd., Gamlingay 226 & 248. [9409]

1958 (June) Jaguar XK150 fixed head coupe, Sherwood green, brown hide, special equipment, disc brakes, wire wheels, etc., one owner only, immaculate; £1,545.—Central Newbury Motors, Ltd. Tel. Newbury 2000. [C1157]

JAGUAR XK150 1958 (April), f.h.c., in pearl grey, with red leather, special equipment, with wire wheels, disc brakes, £50 de luxe radio, red seats, etc., cost £2,000, just as new, one owner only, cannot be repeated; £1,595.—Catskill Garage, Catskill, Bromsgrove 55. [9601]

Jaguar XK150 Cars Wanted DUNCAN HAMILTON & Co. urgently require post-war Jaguar XK150s.—33, High Rd., Byfleet 5101. [W1091]

JAGUAR MISCELLANEOUS

LEX

WEMBLEY COURT MOTORS. JAGUAR Main Dealers 1955 Jaguar Mk. VII, British racing green, radio; £875. 1958 Jaguar 2.4 special equip., o drive, British racing green; £1,450. FOUR months warranty. LEX GARAGES, Ltd., High Rd., Wembley, Middx. Wembley 8767. [9416]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JAGUAR MISCELLANEOUS

**H**ENLYS, Ltd.  
**88** Piccadilly, Hyde Park 0247.  
**THE** Jaguar Showrooms.  
**50** Jaguars to choose from  
**DEVONSHIRE** House, Piccadilly W.1. (Hyde Park 9151).  
**H**ENLYS House, 385, Euston Rd., N.W.1. (Euston 4444).  
**M**ANCHESTER (Blackfriars 7843).  
**B**OURNEMOUTH (Bournemouth 6314).  
**H**OUNSLOW (Hounslow 5454).  
**F**INCHLEY (Finchley 0081).  
**N**ORTH FINCHLEY (Hillside 6666).  
**P**ARKWAY, Regent's Park, N.W.1. (Gulliver 5721).  
**T**HE Hyde, Hendon, N.W.9. (Colindale 6565).  
**O**FFICIAL Jaguar Service Station. [0027 R]

**S**. H. NEWSOME & Co., Jaguar distributors.  
**1958** Jaguar XK150 f.h.c., automatic, discs, radio, Imperial maroon, grey leather, 13,000 miles. £1,250.  
**1958** Jaguar XK150 f.h.c., overdrive, discs, radio, grid, 91, black with blue leather, 9,000 miles. £1,725.  
**1955** XK140 f.h.c., maroon and beige, many extras including radio, £295, extra stock of various Jaguars.

**S**. H. NEWSOME & Co., Ltd., Jaguar Distributors, Corporation St., Coventry, Tel. 25061. [C3145]

**1950-1** Jaguar Mark V, excellent condition; £365.  
**SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676 7779. [C4016]  
**JAGUAR** Mark VII, 1953, in exceptional condition; £195.  
**1958** model Jaguar Mk. VIII, automatic transmission, radio, heater, etc., low mileage, indistinguishable from new. £1,450.  
**L**INCOLN STREET MOTORS (B'HAM), Ltd., 13, Lincoln St., Balsall Heath, Birmingham, Tel. Calthorpe 3751-2-3.

**£25**—Jaguar 9 horse power, 1933, clean car, sliding roof.—4, Lydford Rd., London, W.9. [9367]  
**1948** 1½-litre Jaguar SE saloon; £225.—1, Lambolfe Lane, N.W.3.—Hampstead 1222. [9563]  
**1948** 3½-litre Jaguar, 58,000 miles genuine, cream upholstery; 1959s.—Tel. Edgware 1655. [9442]

**1950** 51 Mark V Jaguar, duo colour, in very good condition throughout; £365.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]  
**BEARTS OF KINGSTON**, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 5345. [0081 R]

**1939** SS100, reconditioned engine, new hood and tonneau; £295.—Bradstock Motors, Ltd., Fairlands 6283. [C1090]  
**1950** Mark V 2½-litre, 2 owners, birch grey, low mileage, immaculate condition, mechanically faultless; £345.—Shott, Wim. 4494. [19404]

**AZ** MOTORS offer 1950 Mark V saloon, above average; £350! Also 2½-litre saloon, reg. 1947; £150!—Palmerston Rd., W.6, Mal. 4723. [C1012]

**1950** (August) Jaguar Mark V 3½-litre saloon, with superb performance; offered at the most attractive price of £1,450, written guarantee; terms, exchanges.—Palmer, 3, Russell Garden Mews, Kensington, W.14, Park 9704. [C3034]

**HEWITT'S** GARAGES specialise in Jaguar cars, 20 Jaguar cars always in stock, any car taken in part exchange; consult us now.—High St., Ambleroe, Stourbridge 5138. [C2138]

**'51** Mk. V saloon, suede green, radio, heater, washer, exceptionally maintained, 4 new tyres, oil pressure, battery, brakes, suspension, steering 100%; £360, h.p. available.—Skyport 1865. [19400]

**175**gns.—Jaguar November 1948 3½-litre drop head coupe, black, brown leather, heater; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

## Jaguar Miscellaneous Cars Wanted

**ROWLAND SMITH'S**, the Jaguar buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

**JAGUAR** 2.4 and 3.4 saloons wanted for cash or part exchange.—Green & Zomis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028]

## Jaguar Spares and Service

**H**ENLYS, Ltd.  
**E**NGLAND'S largest Jaguar service station.  
**G**REAT West Rd., Brentford (Ealing 3477).  
**S**PARES and replacement engines for all models from 1935.  
**A**ND at Manchester, Cheetham Hill Rd., Deansgate 6216-7. [0563 R]  
**LEX** GARAGES, Ltd., Forty Avenue, Wembley, Midd. Arnold 1154.  
**C**OMPREHENSIVE range of Jaguar spares in stock and specialised service and maintenance. [0892 R]  
**KJ** MOTORS, Ltd., S.E. England's largest Jaguar parts stockists.—Bromley, Ravensbourne 3456. [0967 R]  
**WESTERN MOTORS**, Park Row, Bristol, Tel. 26304, have a wide range of Jaguar spares for all models.  
**JAGUAR** overhaul and repair service.—A.I. Garage (Incorporating Harman Engineering), Child's Place, Earls Court, S.W.5. Fre. 8181. [0097 R]

**Jaguar Spares and Service**  
**L**ARGE quantities of material for modern Jaguar cars include 3 complete XK engines and gear boxes with all accessories at £110 each.—A. B. Price, Ltd., Hardwick House, Studley, Warwick. Tel. 521. [9519]

## JEEP

**D**EPENDABLE Jeeps at reasonable prices.—Metamet, 193, Belsize Lane, N.W.3. Hampstead 8231. [0599]  
**U**NIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. Spares parts for Jeep. Home and export.  
**1959** illustrated assembly guide, and parts catalogue, price 1/-; largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc.; noted for all American spares.—Dept. A, 331-5, High Rd., Chiswick, London W.4. Chis. 1919-6850. [0335 R]  
**J**EEPS, private or goods, and all spares.—F. W. D. Motors, Ltd., Hampton Wick, Kin. 4718. [0820 R]  
**J**EEPS!!!—The original specialists for all types, limited number like new.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. All spares, etc., Tel. 2955. [C1010]

**W**ILLIAMS Jeep, 1952 model M38, 24v armoured waterproof engine, excellent condition, also large quantity of spares.—10, Weld Rd., Southport, Tel. Day 56954, Night 67365 [C4120]

## JENSEN

**C**HARLES FOLLETT, Ltd., sole distributors for London and parts Home Counties.  
**S**HOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.  
**S**ERVICE & Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningsham 5936. [0594 R]

**1955** (Oct.) Jensen 541 saloon, overdrive, wheel trims, aero dynamic fins, immaculate. [C1395]  
**TAYLOR & CRAWLEY**, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro 6881. [C4036]

**NEWBURY MOTORS (WORCESTER)**, Ltd., Jensen distributors; demonstrations to all parts of the country.—34, Foregate St., Worcester 2261. [C3146]

## Supply and demand . . . .

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted.

## "Autocar"

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**1955** (Oct.) 541 saloon, overdrive, wheel trim, heater, duo colour, twin spot lamps; £1,295.—Elmhurst Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

**1956** 541 4-seater aerodynamic sports saloon in maroon grey, overdrive, heater, Michelin X, one owner with no fast driving; £1,295; terms, exchanges.—Rudds, 41, High St., Worthing 7773-4. [9510]

**1955** (February) Jensen Interceptor saloon, de luxe, overdrive, 32,000 miles, one owner, exceptionally good condition; £950.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. And Truscott's Corner, Chestow Place, Westbourne Grove, W.2. Bayswater 1861. [C4035]

**XXX** Exceptional 1956 (March) Jensen 541 saloon, overdrive, H.M.V. radio, heater, Ace Rimbellsheers, fog lamp, two-tone horn, etc. British racing green and chromium with red leather, a beautifully maintained one private owner car with superb performance; offered at the most attractive price of £1,450, written guarantee; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 9012. [C2003]

## Jensen Cars Wanted

**BARTLETT**—Consult us before selling or exchanging your Jensen.—27, Pembridge Villas, W.11. Bayswater 0623. [W1013]  
**P**RIVATE buyer, 541, disc brakes, '57 '58, cash price, Havant 1345. [9313]

## Jensen Spares and Service

**C**HARLES FOLLETT, Ltd., sole London distributors and part Home Counties—service and spare parts, etc.  
**B**ARNSDALE Yard, off Elgin Ave., W.9. Cunningsham 5936-7-8. [0594 R]

## JOWETT

**B**UNTING'S MOTOR EXCHANGE.  
**J**OWETT main agents since 1922. Always a good selection of used Javelins and Bradford users.—Barnfield Lane, Harrow, Tel. 6225-6. [0913 R]  
**£365**!!!—Jowett Javelin saloon de lux Dec. 1951, car that does credit to its 2 previous owners.—Jennings, Richmond 3568. [C5103]

## JOWETT

**1952** Jowett Javelin saloon, dark green, heater, engine completely reconditioned, excellent appearance; £375.  
**G**ARAGE SERVICE Co., Ltd., 9, Hoop Lane, Golders Green, N.W.11. Speedwell 4411. [C2019]

**1952** Javelin de luxe, very excellent condition; £365.—Hillingdon Motors, Western Ave., Tel. Uxbridge 8588. [C2135]

**1952** Javelin de luxe, grey, excellent condition; £345 o.n.o.—Headley, 56, Wheatheaf Rd., Birmingham, 16. Edg. 0704. [9241]

**1949** Jowett Javelin SIII engine, P700's, Ace Rimbellsheers, s/washers, w/mirrors; £295.—Dennett Savernake, Carlton Rd., Sidcup, Kent. [9458]

**1953** Jupiter, series III engine, R4 crankshaft, recent complete overhaul, unquestionably immaculate; £455; terms.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045]

**1953** Javelin de luxe, metallic grey with red hide interior, exceptional condition; £445; h.p. terms.—Slocombs, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869 and 3954. [C3045]

**£380**—Jowett Javelin saloon, Series 3 engine, unused since engine completely reconditioned, new oval web crankshaft, clean car, radio, heater—Cambridge 1035. [19549]

**195**gns.—Jowett Javelin 1948 saloon, black, brown leather, heater; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube), Hampstead 0041. [C2018]

**£298**—Jowett 1950/1, original superb condition, careful owner, excellent tyres, many extras, spots, visors, heater, etc.; choice 3; lists 100 guaranteed cars.—Benmotters, 1, Clarendon Rd., London, W.11. Park 3056-7. (50 yards Holland Park Tube) [C1017]

**GOOD** Javelin required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

**ROWLAND SMITH'S**, the Jowett buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

## Jowett Spares and Service

**JOWETT** spares and service.  
**S**PARES, reconditioned units and service facilities will continue to be available in your district; consult your local agents or write to Service Dept.  
**JOWETT ENGINEERING**, Ltd. (formerly Jowett Cars, Ltd.), Birstall, Batley, Yorkshire. Tel. Batley 1951. [0794 R]

**F. FAIRMAN & SONS**, Ltd., Jowett main agents.  
**C**OMplete spares for Javelins and Bradford always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961 R]

**G. W. WILKIN**, Ltd., for Jowett spares and service, 1930-54 models.—Park Rd., Teddington, Mids. Kin. 8613 and 0710. [84053]

**A. V. MOTORS**, Ltd., for Jowett service and spares 1930-54 models.—Park Rd., Teddington, Mids. Kin. 8613 and 0710. [0759 R]

**COOTER & GREEN**, Ltd., Jowett specialists and enthusiasts, full main agents, service and spares facilities.—485, Upper Elmers End Rd., Eden Park, Beckenham, Kent. Bec. 2565. [0649 R]

**BUNTING'S MOTOR EXCHANGE** offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowett.—Bonnersfield Lane, Harrow, Tel. 6225-6. [0073 R]

**GODFREY'S**, Ltd.—Spares and service for Jowett Rd. and Bradford, specialist repairs.—228-234, London Rd., Croydon (Cro. 3541); Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2); Ia. Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [0463 R]

## LAGONDA

**GE**  
**1938** (late) Lagonda LG6, fitted superb maker's coachbuilt 4-door 4/5-seater sports saloon, with graceful swept tail incorporating spacious luggage compartment, sparkling black, chromium, finest brown leather, matching accessories, polished woodwork, wire knock-on-wheels, twin Scintilla Vertex Magneto, revolution counter, tone horns, fog light, wing mirrors, sun visors, etc., recent engine overhaul, just decarbonised, etc., full history available, enormous sums spent, superb performance, written guarantee; 267 gns; hire purchase, exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Hertfordshire. Harpenden 118 and 5225. [C2000]

**L. H. SPRING & Co.**  
**1940** Lagonda LG6 saloon, grey, radio, heater, fine mechanical condition, rare car; £395.—Friern Barnet Garage, Colney Hatch Lane, N.11. Enterprise 7667. [C4149]

**CNK** MOTORS offer:—  
**1952** Lagonda 2½-litre saloon, grey blue hide, radio, heater, in wonderful order throughout; £695.—C. N. K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 7512. [C1052]

**BROOKLANDS OF BOND STREET**.  
**C**ONCESSIONAIRES for London, S. & E. England.  
**1957** 3-litre saloon, low mileage, one owner.  
**103**, New Bond St., London, W.1. Mayfair 8351. [C1020]

**GUY SALMON** AUTOMOBILES offer:—  
**1953** (Aug.) Lagonda 2.6-litre Tickford 2-door sports saloon, black and silver grey, outstanding example; £1,195.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

**WEYBRIDGE** AUTOMOBILES offer:—  
**1954** Lagonda Tickford fixed head coupe, blue with grey interior, radio, heater, etc., immaculate throughout; £350.  
**WEYBRIDGE** AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## LAGONDA

HENLYS offer with 4 months' guarantee:—

**1954** Lagonda 3-litre Tickford 2-door saloon coupe, green and cream with beige interior; £1,295. HENLYS, Ltd., Devonshire House, Piccadilly, W.1. Tel. Hyde Park 9151. [9537]

**CHIPSTEAD MOTORS**.—See display panel page 80. [C1046]

**1954** Lagonda 3-litre 2-door saloon, radio, excellent condition throughout. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Levenshulme, Manchester, 19. Rusholme 2874. [C2111]

**1955** Lagonda 3-litre sports saloon, blue, radio, heater, etc., one discriminating owner; £1,525.—Odeon Motors, Ltd., Bar. 1144. [C3028]

**LAGONDA V.12** special sports saloon, black with fawn leather, first registered 28.1.50, recorded mileage 31,226, superb condition throughout, all extras, photo on request; £325. [C1008]

**BERE ALSTON MOTORS (TAVISTOCK), Ltd.**, West-bridge, Tavistock, Devon, Tel. 2283. [19414]

**1950** (August) Lagonda 2½-litre saloon, black, spot lamps, screenwashers, wing mirrors, £395.—Cattermole's (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001 [C1180]

**1950** Lagonda 2½-litre sports convertible in magnificent condition, black with blue top, blue hood to match interior leather, a quality car for £595.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**1952** Lagonda 2½-litre M.K. I saloon with Vantage engine, colour, black and silver, fitted with radio and heater, this car is in wonderful order for its year; £895.—C. L. & H. L. Blundell, Ltd., Christchurch Rd., Folkestone 2726. [C1108]

**ONE** owner, 1956 Lagonda 3-litre saloon, green with fawn leather upholstery, low mileage, heater, radio, clock, two pass lights, a very attractive car in beautiful condition, written guarantee; terms, exchanges, etc.—H. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001]

**£698**—Lagonda 2.6-litre, 1952, magnificent example, paste/beige leather, interior superb, almost every extra, radio, heater, visors, discs, spoils, etc.; small mileage; must be seen; lists 100 guaranteed cars.—Bennetts, 1, Clarendon Rd., London, W.11. Park 5068/7. (50 yards Holland Park Tube.) [C1017]

**695** gms.—Lagonda 1952, 2½-litre foursome, drop head coupe, blue, blue leather, radio, heater, screen washers, twin pass lights, Ace Rimbellshears, wing mirrors, p.v.c. hood, carefully used; written guarantee, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

## Lagonda Cars Wanted

**XXX** Excellent cash price offered for good Lagonda, H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

**ROWLAND SMITH'S**, the Lagonda buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

## LANCHESTER

**1951** Lanchester 10 saloon, 4-light body by Barker, black with brown upholstery, excellent condition. [C2915]

**CENTRAL MOTORS (SHEFFIELD), Ltd.**, Sheffield 2915. [7728]

**ROWLAND SMITH'S**, the Lanchester buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

## Lanchester Spares and Service

**ARCOT ENGINEERING, Ltd.**—Complete overhauls and engineering service, Lanchester cars, pre-selector gear box; exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 730 and 7321. [C0237/R]

## LANCIA

**SKELLYS OF MOTHERWELL, Ltd.**

**1957** Lancia Gran Turismo saloon, finished in off white, blue interior, a beautiful one-owner, low-mileage car, which is genuinely indistinguishable from new; £1,995, guaranteed, exchanges welcome, etc. [C3599]

**SKELLYS OF MOTHERWELL, Ltd.** Tel. 2351. [8399]

**1957** Lancia Aurelia GT, immaculate; what offers or exchange.—Hornby Park Motors, Blackpool, Tel. 2683. [C2085]

**AURELIA B10** saloon, one owner, 30,000 miles, radio, new tyres, stored 5 years, passed by Lancia, a new car as new. Elmbird Motors, Ltd., Kingston By-Sea, W.11. Park 5731. [C3061]

**1956** (July) Spyder Gran Turismo 2500, by Farina, Alfa red, anti-dazzle dash, tuned and maintained regardless of cost, just passed by Lancia, entire car as new. Elmbird Motors, Ltd., Kingston By-Sea, Tolworth Elmbird 2254. [C4081]

## Lancia Cars Wanted

**BARTLETT**.—Consult us before selling or exchanging your Lancia.—27, Pembridge Villas, W.11. Ebury water 0523. [W1013]

**ROWLAND SMITH'S**, the Lancia buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

## Lancia Spares and Service

**LANCIA (ENGLAND), Ltd.**—English branch and sole representatives of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc. apply Lancia Works, Alperton, Wembley (Perivale 5656). [80320/R]

## LEA-FRANCIS

**AZ** MOTORS offer 1950 Mark 7 2-litre saloon, most attractive and rare car; £345.—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

**1948** Lea-Francis sports, 26 m.p.g., 95 m.p.h., excellent condition, works in perfect order. [C395]—Flick, Hebdon Knee Motors, Trowbridge (2361), Wilt. [8887]

## Lea-Francis Cars Wanted

**ROWLAND SMITH'S**, the Lea-Francis buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

## Lea-Francis Spares and Service

**LEA-FRANCIS CARS, Ltd.**, Coventry.

**SPARES** for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [C0392/R]

**OFFICIAL** Lea-Francis service station—all spare parts, etc. [C0392/R]

**CHARLES FOLLETT, Ltd.**, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-7-8. [C0595/R]

## LIMOUSINES

**A&S, Ltd.**

**PROVIDENCE** Court, W.1. Mayfair 2941.

**AUSTIN**, March 1953, A135, seven-passenger limousine, one owner, low mileage; £1,125. [C0392/R]

**ARMSTRONG**, 1952, 18hp L.W.B. limousine, one private owner, black, superb condition throughout. [C0392/R]

**ARMSTRONG** Sapphire, September 1955, L.W.B. limousine, synchro-mesh transmission, private owner, black cloth, radio, heater; £1,295. [C0392/R]

**ARMSTRONG** Sapphire, 1955, pre-electric 7-passenger limousine, one owner, covers, exceptional condition; £1,195. [C0392/R]

**HUMBER**, April 1954, Blue Riband Pullman limousine, low mileage, black, cloth; £1,395. [C0392/R]

**HUMBER**, Blue Riband Pullman, L.H.D. limousine, very exceptional condition; £1,075. [C0392/R]

**HUMBER**, 1952, Series III, Pullman limousine, black, cloth, heater; £945. [C0392/R]

**HUMBER**, November 1951, Imperial, 7-passenger, private, 37,000, dark leather, outstanding condition; £945. [C0392/R]

**HUMBER**, 1951 series Mark III Imperial, black, leather, radio, extensive re-conditioning; £865. [C0392/R]

**PACKARD**, June 1945, R.H.D. seven-passenger limousine, meeting occasions, low mileage, excellent owner, superb condition; £795. [C0392/R]

**ROLLS** Wraith, first registered 1940, Thrupp touring limousine, electric, partition, radio, heater, side occasional, loose covers; £1,075. [C0392/R]

**ROLLS**, November 1937, Phantom III Barker touring limousine, razor edge, built-in boot, leather throughout, extensive re-conditioning, superb condition; £595. [C0392/R]

**LIMOUSINE** specialists for over 30 years; write or telephone for 70 notices available, Princess. [C0392/R]

**ALPE & SAUNDERS, Ltd.**, Providence Court, North Audley Street, W.1. (Near Selfridges). Mayfair 2941. [C1006]

**CASS'S MOTOR MART**.—1935 20 25 Rolls-Royce limousine, black, outworn back—5, Warren St., W.1. Euston 4110. [C1040]

**CADILLAC** 9-seater (face-forward occasional), 1947 Fleetwood, rare and fabulous car, beautiful condition, low mileage; £550.—63, Ainslie Wood Rd., London, E.4. Silverthorne 1885. [9420]

**245** gms.—Humber Pullman, 1948, Thrupp & Maberly 7-passenger limousine, face-forward occasional, sliding division, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**CAMDEN MOTORS**, the largest stock of limousines in the country 70 notices available, Princess. [C4018]

**Adverts.**, or write for special hire car catalogue and illustrated brochure. [C4018]

**CAMDEN MOTORS**, the limousine specialists, Leigh-on-Buzzard 2041. Open until 8 p.m. Unrestricted hire-purchase terms, exchanges. [C1055]

**JACK ALPE LIMOUSINES**, 50, Marylebone High St., W.1. (near Baker St. Station). Welbeck 1124. [C1103]

**MARYLEBONE**, W.1. Welbeck 1124.

**AUSTIN** 1957 series Princess 1.6, limousine, automatic transmission, electric division, cloth rear, heaters, radio, one private owner, mileage 20,000, black. [C1103]

**AUSTIN** 1.6, Sheerline, widest 3-abreast forward occasional, cloth rear, heaters, radio, one owner, private, black, 1952 series 16hp Hircar, one owner. [C445]

**AUSTIN** 1952 series 16hp Hircar, one owner. [C445]

**HUMBER** Pullman, extensive selection 1950-1954, privately owned, including: 1950 Mark II Pullman. [C445]

**1955** 1952 Mark III Pullman, 1985; 1954 Mark IV only Pullman, 1985. [C445]

**JACK ALPE LIMOUSINES**, 50, Marylebone High St., W.1. (near Baker St. Station). Welbeck 1124. [C1103]

**ALPE & SAUNDERS, Ltd.**, require Limousines. Good prices for cars in above average condition. [C1006]

**A&S** Ltd., Providence Court, North Audley Street, (Near Selfridges). Mayfair 2941. [W1006]

**A** VERY high price offered for a privately owned Humber Pullman/Imperial or Austin 7-seater. [W1190]

**1951/54**—Tel. Mr. Champ, Gayley 5882 (Cheshire). [W1190]

**HUMBER** & Austin limousines & 7-seater saloons wanted for cash or part exchange.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3, Tel. Deansgate 3325-6. [W2028]

**WE** urgently require good post-war limousines, and would appreciate details of any high-class models available.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

## LINCOLN

**ON** all matter of sales, spare parts, repairs and service, consult us a subsidiary of Ford Motor Company, Ltd.—Lincoln Car, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [C747]

## LOTUS

**LOTUS**, late '56, 1100 Lb Mans 83, hardly raced, Perapex and glass screens, hood, wiper; offers about £850.—Fletcher, The Close, Lt. Shelford, Cambs. Shelford 3134. [9049]

**MICHAEL TAYLOR** offers his highly successful Lotus Mk. XI, fully overhauled for 1959 season; this car has won 20 races, including Copenhagen Cup, Brooklands Memorial Trophy, etc.; £1,135. [C747]

**LOTUS** formula 2, latest 5-speed box, prepared for 1959 season; £1,755. [C747]

**TAYLOR & CRAWLEY**, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4035]

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**220S** saloons.

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**DETAILED** literature on request.

**JOHN S. TRUSCOTT, Ltd.**, 173, Westbourne Grove, W.11. Bayswater 4274; and "Truscott's Corner", Chepstow Place, W.2. Bayswater 1861. [C4035]

**J. DAVY, Ltd.**, offer:—

**1949** Mercedes 170V, l.h.d., radio, heater, very well kept example; £235. [C1069]

**180**—184, Kensington High St., W.8. Western 7181. [C1069]

**G. S. HALL, Ltd.**, offer:—

**1954** Mercedes-Benz 220, black, grey interior, radio, heater, etc.; l.h.d., immaculate condition; £695.—302-306, King St., W.8. Riverside 2881. [C2100]

**R. HARDY & SON** offer:—

**1954** Mercedes 300B cabriolet, fitted radio, heater, low mileage; £1,475.—32-55, Marylebone High St., W.1. Hunter 0942. [9127]

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**1958** Mercedes, 190SL, hard top/soft top, Becker radio, heater, leather, 5,000 miles, red, one eminent owner; £2,375. [C5004]

**MAYFAIR COUNTRY CARS**, 47, Montrose Place, S.W.1. Beigravia 5854. [C5004]

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**MERCEDES-BENZ** distributors, Somerset, Gloucester and Wiltshire.—The Centre, Bristol. Tel. 28763. [10474/R]

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**190** saloons, choice of colours.

**MERCEDES-BENZ** Service Specialists, Bristol. [10474/R]

**B. J. HUNTER, Ltd.**, Austin agents, offer:—

**1956** Mercedes 220 saloon, positively unmarked; £1,450. [C2040]

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

**1956** (October) Mercedes 220S, green, with ocelot covers nearly new tyres, immaculate; £1,545.—Eton Garages, Windsor 2782. [C2153]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**MERCEDES-BENZ**  
TAYLOR & CRAWLEY, Mercedes-Benz distributors.**OFFER new:—****220S** saloon, choice of colours.**190SL** coupe.**GUARANTEED used cars:—****1956** Type 300SL coupe, very low mileage, immaculate condition; £2,650.**1956** Type 190SL hard top, 16,000 miles, radio, hide, immaculate.**1956** Type 220A, 22,000 miles, one owner, Becker self-seeker, covers, servo brakes, immaculate; £1,475.**1956** Type 220S, radio, hide leather, very carefully maintained; £1,685.**TAYLOR & CRAWLEY**, 42a South Audley St. (entrance Adams Row), Mayfair, W.1. Gros. 6861. [C4036]**DENHAM MOTORS (EAST MOLESEY), Ltd., offer:—****300B** (October) 1955 Mercedes-Benz, finished in black, grey, hide interior, radio, heater, etc., as new, one owner, very low mileage; £2,150. Molesey 5485. [T9145]**1956** Mercedes-Benz 220S, fitted extras, immaculate.**MOTORS & PLANT (PETERBOROUGH), Ltd.**, Newark Rd. Tel. 5558. [3484]**GEORGE NEWMAN & CO. (BRIGHTON), Ltd.**, Sussex.**MERCEDES-BENZ** main agents.**1958** 220S fixed head coupe, the most outstanding 2+2-seater touring car of unequalled design and finish, 6,000 miles only and quite as new in every respect. £200 under cost at £3,375.**1958** 220S saloon two tone finish, radio, £1,949.**1954** (Nov.) 190 saloon, low mileage, one owner; £925.**GEORGE NEWMAN & CO. (BRIGHTON), Ltd.**, new and used Mercedes-Benz always available, Jubilee St., North Rd., Brighton 24247-6. [C3161]**CAMBRIDGE MOTORS**, Mercedes-Benz distributors for the whole of Essex, invite you to inspect:—**220S** saloon, 1957, grey with red leather upholstery, radio, condition as new.**180** saloon, 1954, cream with red upholstery, radio. These cars await your inspection at any time. Why not ring us now?**PLEASE write, or call:—Cambridge Motors**, Springfield Rd., Chelmsford. Tel. Chelmsford 4881. Evening sales: Chelmsford 51617. [C1149]**1955** Mercedes-Benz 220A saloon, finished in blue with blue leather, nominal mileage, virtually as new. £1,425.**THOMPSON-DOXEY, Ltd.**, Mercedes-Benz main agents, 109-113, Eastbank St., Southampton. Tel. 56934-5-6. [C4120]**1955** Mercedes 220A, blue with grey leather upholstery, radio, immaculate; £1,325.—39, Morton Way, Southgate, N.14. Pal. 2570. [9456]**MERCEDES 180**, September 1954, grey, one owner, as new condition, expertly maintained; £2,500. Box 2972. [9242]**1958** (June) 220S saloon, every extra, low mileage, immaculate; £2,095.—Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Tel. Hoddeston 4567. [C3001]**1955** Mercedes 180 saloon, grey with maroon interior, white wall tyres, bodily unmarked; condition, mechanically superb, bodily unmarked; £950.**EATON MOTOR CO.**, Eaton Socon 236 (St. Neots). [C1214]**ROSE & YOUNG, Ltd.**—Mercedes-Benz 200S saloon, 5,000 miles, leather upholstery; £1,945.—65-69, St. John's Hill, S.W.2 (1 min. Strand-Hill Station). Tulsa Hill 6464. [C3057]**1956** (Sept.) 220S, beige, Bosch radio with auto. electric aerial, twin wing mirrors, badge bar, immaculate condition; £1,595.—Elmbridge Motors, Ltd., Kingston By-Pass Tolworth Elmbridge 2254. [C4081]**1953** (October) Mercedes 300 de luxe saloon, one owner, excellent appearance and condition, colour black, radio, etc., cost £3,500, written guarantee; open to any inspection; £1,195.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]**1959** Mercedes-Benz 220S (reg. January '59), 1,700 miles only, finished Mercedes blue with blue top upholstery, fitted Motorola radio, special fitted pile carpets, taxed December, absolutely as brand new, unforeseen circumstances reason for sale, accept £225 under cost price, consider small saloon part payment.—Tel. Beeston Nottingham 257760 [9490]**Mercedes-Benz Cars Wanted****ROWLAND SMITH'S**, the Mercedes buyers; highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. [W4018 R]**BARTLETT**—Consult us before selling or exchanging your 300SL or 190SL. Mansfield Autos, Ltd., Penbridge Villas, W.11. Bayswater 0523. [W1013]**Mercedes-Benz Spares and Service****NEW Mercedes engines** available from stock for the following models: 300, 300B and 300SL.**CAMBRIDGE MOTORS**, Springfield Rd., Chelmsford. Tel. Chelmsford 4881. [S1149]**MERCEDES-BENZ (GREAT BRITAIN), Ltd.**, sales service and spares, Great West Road, Brentford, Middlesex. Isleworth 2151 [10962 R]**MERCURY****ON** all matters of sales, spare parts, repairs and service, consult us, a subsidiary of Ford Motor Co., Ltd.—London Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [7074]**MESSERSCHMITT**

for all miniature cars, new and used. —186, Holland Park Ave., W.11. Park 2410. [C5156]

**CONCESSIONAIRES** for U.K., including spares.—Cabin Scooters (Assemblies), Ltd., 80, George St., London W.1. Hunter 0609. [0115 H]**Messerschmitt Cars Wanted****GEORGE CLARKE** pay most. Tul. 3211. [0434/R]**PRIDE & CLARKE**—best buyers.—Brixton 6251. [W3069]**ROWLAND SMITH'S**, the Messerschmitt buyers; highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. [W4018 R]**Messerschmitt Spares and Service****PRIDE & CLARKE**—Stock spares; quotations; any part by return post; c.o.d.; easy payments; trade supplied.—Stockwell Rd., S.W.9. Brixton 6251. [S3068 R]**METROPOLITAN****CAR MART, Ltd.****SOLE** London distributors.**OFFER** with 6 months' guarantee:—**£710**—Metropolitan 1500 hard top, radio, heater, speedometer reading 3,000 miles; reg. 1958.**CAR MART, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212. [C1039]**CAR MART, Ltd.****OFFER** with 6 months' guarantee:—**£625**—Metropolitan 1500 convertible, radio, heater, speedometer reading 18,000 miles; reg. 1957.**CAR MART, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212. [C1039/1]**H. A. SAUNDERS, Ltd.****1957** Austin Metropolitan F.H. coupe, duo red/cream, black and white upholstery, recorded mileage 7,255, radio, heater, cigar lighter; £655.**H. A. SAUNDERS, Ltd.**, 836-942, High Rd., North Finchley, N.12. Hillside 3272 (8 lines). [C4092]**H. BEART & Co., Ltd.**, offer:—**1958** Metropolitan fixed head coupe in duo red/ivory, radio, heater, one owner, low mileage; £675.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. [C1081]**WARWICK WRIGHT, Ltd.**, offer:—**1958** Metropolitan hard top, red and ivory, radio and heater, 15,000 miles; £650.**WARWICK WRIGHT, Ltd.**, Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6030. [C4045]**KINGS MOTORS (HOUNSLOW), Ltd.****1957** Metropolitan with extras, red and white; £655.—1, High Rd., Hounslow. Tel. 5332. [C2049]**HENLYS** offer with 4 months' guarantee:—**1958** Metropolitan hard top, heater, one owner, red and white with grey and check interior; £685.**HENLYS, Ltd.**, 958-964, High Rd., North Finchley, N.12. Hillside 6666. [9522]**1958** Metropolitan hard top, yellow and white, in new condition; £656.—Northwood Hills Motor Co., Northwood 3271. [C3129]**1958** Metropolitan hard top, only 2,500 miles, radio, heater, red white; £665.—Steele Griffiths, S.E.5. Rodney 201-6. [9488]**1958** Austin Metropolitan saloon, finished in frost white and green, guaranteed 5,000 miles only, fitted radio and heater, etc.; fully guaranteed; £650.**A. ROLFE & SONS, Ltd.**, Romsey, Hants. Tel. Romsey 3187. [C4139]**1958** (May) Metropolitan convertible, radio, heater, etc., 6,000 miles, excellent; £650.—Rawlings Tudor Garage, Ltd., 928-931, Fulham Rd., S.W.6. Renown 2281. [C4132]**Metropolitan Cars Wanted****ROWLAND SMITH'S**, the Metropolitan buyers; highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. [W4018 R]**M.G. MIDGET****WEYBRIDGE AUTOMOBILES** offer:—**1952** M.G. TD 2-seater sports, finished in white with beige interior, fitted supercharger, excellent condition; £450.**WEYBRIDGE AUTOMOBILES, Ltd.**, 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094]**B. J. HUNTER, Ltd.** Austin agents, offer:—**1954** M.G. TF sports 2-seater, very attractive condition; £550.**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]**PARADE MOTORS (MITCHAM), Ltd.**, offer:—**1957** M.G. A, red/black, radio, heater, luggage rack, tonneau, etc.; £775.**1955** M.G. Magnette saloon, black and red, excellent condition throughout; £675.**1954** M.G. TF, red/beige, a very nice car; £570.**1948** M.G. TC, white green, excellent in all respects; £299.**1937** M.G. TA, green green, excellent condition throughout; £150.**PART** exchanges and hire purchase welcomed.**PARADE MOTORS (MITCHAM), Ltd.**, Monarch Parade, London Rd., Mitcham, Surrey. Tel. Mitcham 3392/7189. [C3036]**M.G. MIDGET****1954** M.G. TF, green, red interior, new hood and sidescrims.—Whitworth 3144. [9425]**1938** M.G. TA, blue, good tyres, reconditioned engine; £195.—Bradstock Motors, Ltd., Fairlands 6283. [C1090]**TD** Sept. 1953, 23,000 miles, green, positively immaculate; £440.—A. B. Price, Ltd., Hardwick House, Studley, Warwick. Tel. 521. [9530]**1949** M.G. TC, blue, good condition, many extras; £300.—Ottewill, 58, Openwood-Gate, Belper, Derby. [9451]**1946** TC 2-seater tonneau cover, chrome grid, twin mirrors, immaculate; £310.—Bridge Motors, Leatherhead 2564. [C1136]**1949** M.G. TC, black, running in after engine overhaul, selling family reasons; £365.—Hurst, 2, Warren Farm, Chalfont St. Giles. [6794]**£345**—1947 M.G. TC sports 2-seater, immaculate condition, spotless inside and out, nearly new tyres, overhauled engine, specially tuned, choice two others.**L**—M.G. OF WOOD GREEN (Established 1897)—100 cars; written guarantee; exchanges; easiest terms.—421-423, High Rd., Finchley, Finchley 6222. [C2054]**475**—M.G. Midget, late 1953, 11hp TD 2-seater, luggage carrier, reconditioned engine, new hood, excellent condition, written guarantee; terms, exchanges.—Rowland Smith, Below:—**375**—M.G. Midget, November 1949 TC 2-seater, Clipper blue, fawn leather, twin passlights, carefully used; written guarantee; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]**£298**—M.G. TC 1947/8, most magnificent cond., careful owner, host extras, spots, folding screen, gears, superb performance; lists 100 guaranteed cars.—Eaton Motors, 1, Clarendon Rd., London, W.1. Park 5066/7. (50 yards Holland Park Tube.) [C1079]**1956** series M.G. Midget, black with red leather interior, fitted heater, wing mirrors and twin fog lamps, first-class appearance, sound mechanical condition, exceptionally well maintained throughout; £645.—Marshalswick Car Sales, Ltd., Tel. St. Albans 57455. [9586]**M.G. Midget Cars Wanted****ROWLAND SMITH'S**, the M.G. Midget buyers; highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. [W4018 R]**XXX** Excellent cash price offered for good M.G. Midget.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]**M.G. MAGNETTE****H. C. PAUL, Ltd.****1958** M.G. Magnette Varitone saloon, 14,000 miles, black grey, exceptional condition; £965.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621. [C3040]**JACK SMITH** offers:—**1958** M.G. Magnette, varitone, duo blue/maroon, fitted Webasto roof, low mileage, excellent condition; £1,025.—23, Bruton Place, Berkeley Sq., London, W.1. Mayfair 0661. [C4082]**J. DAVY, Ltd.**, M.G. agents**1957** Magnette Varitone, one owner, turbo discs, wing mirrors, loose cover, superb condition, comprehensive guarantee; £935.**180**—64, Kensington High St., W.8. (Western 7181, 64, North Row, Marble Arch, W.1. Hyde 2316) [C1069]**TOM GARNER, Ltd.**, offer:—**1959** M.G. Magnette Varitone sal., large/maroon, 2,000; £1,125.**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]**R. C. WIMBUSH, Ltd.**, offer:—**M.G. Magnette**, September, 1957, twilight grey, one owner, 21,000 miles, immaculate condition; £875.—312, Earls Court Rd., London, S.W.5. Fremantle 9401-2-3. [C4056]**JAMES SPENCER, Ltd.**, offer:—**1958** M.G. Magnette varitone saloon, finished in blue grey with grey leather, fitted radio and heater, 11,000 miles only; £975.**JAMES SPENCER, Ltd.**, Broadway, Bexley Heath, Tel. Bex. 4263/4209. [C4134]**PHILIP RICKARDS, Ltd.**, offer:—**1956** M.G. Magnette saloon, blue, 25,000 miles, one owner, immaculate; £745; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051]**ALTWOOD GARAGE, Ltd.**, offer:—**1958** M.G. Magnette Varitone saloon, duo grey/maroon hide, heater, washers, etc., low mileage, completely as new and guaranteed 2B series; £1,025.**1956** M.G. Magnette saloon, birch grey/red leather, radio, heater, screen washers, etc., low mileage, taxed year, immaculate; £745.**1956** (series) November 1955, M.G. Magnette saloon, red/beige leather, radio, heater, etc., one owner, taxed and in nice condition; £645.**ALTWOOD GARAGE**, Altwood Rd., Maidenhead, Tel. Littlewick Green 70, evenings and week-ends Littlewick Green 3076. [C1107]**GUY SALMON AUTOMOBILES** offer:—**1958** (August) M.G. Magnette saloon, twilight grey/light grey upholstery, 9,000 miles, one owner; £950.**1956** series M.G. Magnette saloon, maroon/red hide, genuine 16,000 miles only, original spare unused; £750.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**M.G. MAGNETTE**  
**WARWICK WRIGHT, Ltd., offer:—**

**1956** M.G. Magnette saloon, grey, red upholstery, heater, 29,000 miles; £735.

**1957** M.G. Magnette (manumatic) saloon, grey, black upholstery, radio and heater, 10,000 miles; £850.

**WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]**

**1955** M.G. Magnette saloon, one owner; £655.

**MONROE MOTORS (N. H. BOSWELL), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1771-2. [C3088]**

**UNIVERSITY MOTORS, Ltd., offer with guarantee:—**

**1958** M.G. Magnette Varitone saloon, beige and maroon with biscuit upholstery, radio, wing mirrors, underseal, 6,000 miles; £1,065.

**1958** M.G. Magnette Varitone saloon, duo green with green upholstery, 13,000 miles; £1,025.

**1957** M.G. Magnette saloon, twilight grey with grey upholstery, 13,000 miles; £875.

**UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [9384]**

**CHIPSTEAD MOTORS.—See display panel page 80. [C1046]**

**1957** M.G. Magnette saloon, heater, dark grey with maroon interior; £895.

**PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039]**

**1955** M.G. Magnette, looks and drives like new, heater, must be seen; £665.

**PREMIER MOTORS, 295, Lewisham High St., S.E.13. Lee Green 1051. [C3083]**

**1958** M.G. Magnette Varitone saloon, duo grey, 8,000 miles; £1,025.

**CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 3440, ex. 29-37. [C3050]**

**1956** (August) M.G. Magnette, black; £750.—Isleworth 5252. [C4106]

**1955** model (Dec. '54) M.G. Magnette, new factory reconditioned engine, dark grey/grey; £650.—Eton Garages, Windsor 2782. [C2153]

**1956** (June) M.G. Magnette, black, one owner; £690.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. [C4067]

**1955** (March) M.G. Magnette, black, biscuit leather, one owner, maintained by us, taxed; £650.

**THE BLACK HORSE GARAGE, 174-175, Sheen Rd., Richmond 841. [C1116]**

**£685** 11—1955 series M.G. Magnette, spotless grey, 19,000 miles; choice also black or green models.

**LAMBS OF WOOD GREEN (Established 1897).—100 cars; written guarantee; exchanges; easiest terms. —421-423, High Rd., Finchley. Finchley 6222. [C2052]**

**1958** M.G. Magnette, 6,000 miles, heater, as new; £949.—Pride and Clarke, Ltd., Stockwell Rd., S.W.8. Brixton 6251. [C3088]

**1957** M.G. Magnette, only 11,500 miles, radio, heater, black finish, one owner; £880.—Steele Griffiths, S.E.5. Rodney 2201-6. [9491]

**1958** (June) M.G. Magnette saloon, varitone, in dual grey, red leather, one owner, 9,000 miles only.

**1958** (Jan.) M.G. Magnette saloon, in birch grey, red leather, one owner, 15,000 miles, as new; £950.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliff 2275. [C2109]

**1955** M.G. Magnette, green, excellent condition, spring cleaner and heater; £685.—Vale Motors, Euston 3526, evenings Swiss Cottage 2457. [9379]

**JACK ROSE, Ltd., offer 1958 March Magnette, Island green, with extras, Michelin X, underscaled, supplied and serviced by us; accept £965.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]**

**1956** M.G. Magnette, radio, finished in blue, one owner, low mileage, in very first-class condition; £789.—Hendon Way Motors, 393-5, Hendon Way, N.W.4. Hendon 8011. [C3063]

**1959** M.G. Magnette Varitone saloon, mist grey and Twilight grey, Radiomobile, Ace Turbo discs, mileage 1,540, cost £1,163, taxed year, carefully run in by expert; £1,150.—Northern 4191. [9263]

**5000** miles, 1958 (Aug.) M.G. Magnette saloon, green, all extras, plus sliding head, radio, spring gaiters (selling because estate car necessary), beautiful car, tuned by makers; offered for only £935; h.p. available.—Mr. Burgess, Coppermill 6167. [9192]

**ONE** owner, 1957 model M.G. Magnette Varitone saloon, two-tone blue with grey interior, low mileage, heater, clock, screenwasher, Ace Rimbellishers, two passlights, reversing light, beautifully kept; written guarantee, terms, exchanges.—H. F. Edwards, 172, 174, Kingston Rd., Ewell. Tel. Ewell 5101. [9581]

**575** gns.—M.G. Magnette late 1954 saloon, twilight grey, grey leather, radio, heater, screen washers, twin pass lights, Michelin X tyres, excellent condition, written guarantee; choice of 4 terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**M.G. Magnette Cars Wanted**

**ROWLAND SMITH'S, the M.G. Magnette buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]**

**MAGNETTE** saloon required, nearly new, cash payment.—Greenways, 81, Alresford Rd., Winchester. [W4067]

**ENGINEER** requires ZB Magnette, low mileage, preference overdrive, cash for right type and price.—Full details Box 2953. [9470]

**XXX** Excellent cash price offered for good M.G. Magnette.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

**ALMOST** new Magnette required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016]

**M.G. Magnette Cars Wanted**  
new or small-mileage M.G. Magnette wanted for cash or part exchange.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028]

**M.G. A**

**BOON & PORTER, Ltd.**

**1958** (Aug.) M.G. A f/h coupe, blue, 5,000 miles, as new; £985.

**CASTELNAU, S.W.13 (Nr. Hammersmith Bridge). Riversdale 4444. [C1022]**

**PHILIP RICKARDS, Ltd., offer:—**

**1957** M.G. A sports coupe, black, 16,000 miles, detachable hard top, many extras, superb condition; £795.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

**BROWN'S GARAGE (LOUGHTON), Ltd.**

**1957** M.G. A coupe, ivory, heater, radio; £835.

**BROWN'S GARAGE (LOUGHTON), Ltd., High Rd., Loughton. Tel. Loughton 6262. [C1034]**

**1956** M.G. A, low mileage, wire wheels; £745.

**TAYLOR & CRAWLEY, 42a, South Andley St. (entrance Adams Row), Mayfair, W.1. Gro. 6861. [C4036]**

**1958** M.G. A fixed head coupe, 7,000 miles only, as new; £895.—Acorn 6911-2-3. [C4113]

**1958** (August) M.G. coupe, an immaculate one-owner car, certified mileage 6,000 only.

**EXTRAS** include radio, long-range driving lamps, etc.; £950.

**WINDMILL & LEWIS, Ltd., M.G. and Rover Distributors, Merchants Rd., Clifton, Bristol. Tel. Bristol 33021. [9299]**

**1958** M.G. A coupe, red with black upholstery, new head, screen washers, luggage carrier, 2 fog lights, 6,000 miles; £975.

**UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [9385]**

**M.G. A 2-seater roadster, 1958, mileage under 500; £895.—Albon's Garage (Shenfield), Ltd., Shenfield Rd., Shenfield, Essex. Tel. Brentwood 300. [6095]**

**15000** miles only, October, 1956, colour white with red trim, fitted extras; £675.—Bowman's Garage, Weybridge 3265. [C1143]

**JACK ROSE, Ltd., M.G. agents offer, 1958 (May) M.G. A 2-seater, in red, carefully driven, one owner, almost unmarked; £875.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]**

**1957** M.G. A 2-seater sports, one owner, 20,000 miles, new head, recirculated, light blue, in first-class condition, extras; £910.—Miss M. Re-Smith, Marand, Hyde Heath, Chesham 8399. [9411]

**1957** M.G. A hard top, many extras, one owner, blue with black leather, voucher service, in original condition; all facilities; part exchanges.—J. S. Monro, Newbury Rd., Andover 3672-3. [C3150]

**1959** model M.G. A twin cam, first reg. 17/11/1958, colour red, fitted hard top 276, disc brakes, heater, windscreen washers, adjustable steering column, competition seats, total mileage 1,800, cost new £1,409; price £1,225.—Rocket Motor Co., Ltd., Liverpool. Stonycroft 6424-5-6. [9306]

**795** gns.—M.G. 1957 M.G. A hardtop coupe, heater, screen washers, twin passlights, wire wheels, optional p.v.c. hood and tonneau cover, seat covers, small mileage, very carefully used; written guarantee; terms, exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**M.G. A Cars Wanted**

**ROWLAND SMITH'S the M.G. A buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]**

**M.G. MISCELLANEOUS**

**1957** TC, green, immaculate, retrimmed; £665.

**1955** TF 1500cc, many extras, spotless; £595.

**1953** (first reg. 1953) TD red, fast L.C.; £445.

**1939** TA Tickford, completely overhauled; £300.

**TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middx. Tel. Hou. 2238/3456. [0795 R]**

**BEARDS OF KINGSTON, M.G. specialists.—Sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 3348. [0082 R]**

**UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0596/R]**

**£445**—1952 M.G. 1½-litre saloon, resprayed tyres.—Tel. Camberley 1033. [9555]

**1951** M.G. 1½-litre saloon, black, beige hide, heater, maker's replacement engine recently fitted; £425.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**1952** (Feb.) M.G. 1½ YB saloon, maroon, beige trim, spot lamp, new engine fitted, 10,000 miles ago, in excellent condition, 2425; three months written guarantee, part exchanges.—MET Garages, Ltd., 409, Kilburn High Rd., N.W.6. Tel. Malda Vale 4501/7082. [C3151]

**M.G. Miscellaneous Cars Wanted**

**ROWLAND SMITH'S, the M.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]**

**S. H. RICHARDSON & SONS, Gold Star Garage, Moor Lane, Staines, Colnbrook 2259**

**ANY** model, any year, any condition; cash on the spot part exchanges, h.p. accounts settled. [W4151]

**URGENTLY** required, 1947-59 M.G. saloons and 2-seaters.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliff 2275. [W2109]

**M.G. Spares and Service**  
**TOULMIN MOTORS.**

**M.G. specialists.**

**SOLELY** M.G. cars, sales and repairs; most comprehensive range of M.G. spares in the country; complete range of reconditioned engines always in stock; largest c.o.d. service in the country; open Monday to Saturday.

**TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middx. Tel. Hou. 2238 and 3456. [0349 R]**

**W. JACOBS & SON, Ltd.**

**SPECIALISTS** in M.G. spares and service.

**W. JACOBS & SON, Ltd., Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7785-4-5. [0346]**

**LARGEST** and quickest spares service in the South of England.—Hewens Garage, Ltd., Reading. Tel. 54436. [0208]

**UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gros. 4141. [0505/R]**

**SPARES**, most models, gaskets, valves, springs, ball races, wheels, road springs, new crankshafts for XPAG model, chromium luggage grids, aero and racing screens, embossed grab handles, light alloy high performance heads, XPAG, M.G. A, Magnette; special tuning equipment and service.—Derrington, 113-161, London Rd., Kingston 5621-2. [15071]

**M.G. spares**, most parts in stock for all models 1956 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies, prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station) S.W.19. Liberty 3055. [0433/R]

**MORGAN**

**PARADE MOTORS (MITCHAM), Ltd., offer:—**

**1955** Morgan Plus Four, TR2 engine, 2-seater, green, immaculate; £595.

**1955** Morgan Plus Four 4-seater, fitted TR2 engine, blue with red upholstery, beautiful car; £575.

**PARADE MOTORS (MITCHAM), Ltd., Monarch Parade, London Rd., Mitcham, Surrey. Tel. Mitcham 3392/7188. [C3036]**

**1958** Morgan 4/4, Elva Stage III, Buckler gears, many extras, perfect condition; no competition, 5,000 miles; £620.—Wright, Collington Grove, Bexhill. Cooden 150. [8775]

**1954** Morgan Plus 4 2-seater sports, green, a one-owner car in very good condition throughout.—Tel. Mr. Gray, Wessex Motors, New St., Salisbury. Tel. 3275. [C4087]

**Morgan Cars Wanted**

**ROWLAND SMITH'S, the Morgan buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]**

**BASIL ROY, Ltd., require for cash or part exchange for any make.—161, Great Portland St., W.1. Langham 7733. [0977/R]**

**Morgan Spares and Service**

**BASIL ROY, Ltd., official spare parts stockists, service and repairs.—161, Great Portland St., W.1. Langham 7733. [0514/R]**

**MORRIS MINOR**

**H. A. SAUNDERS, Ltd.**

**1958** Morris Minor 4-door de luxe saloon, dark green, grey upholstery, recorded mileage 10,048, heater; £625.

**H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]**

**SIDNEY MARCUS, Ltd.**

**1958** Morris Minor 1000 4-door, 3,000 miles only; £615.—33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006]

**CROFTON GARAGE, Ltd.**

**1958** Morris Minor 1,000 4-door de luxe, black, 7,000 miles only, one owner; £625.—132, Whitechapel Rd., Bishopsgate 3593. [C1139]

**J. DAVY, Ltd., Morris agents.**

**1957** Minor 1000 4-door de luxe saloon, one owner, spot lamp, seat covers; £575.

**180**—184, Kensington High St., W.8. Western 7181. 68, North Row, Marble Arch, W.1. Hyde 2311. [C1069]

**AUTOCARS SURBITON, Ltd.**

**1957** Morris Minor 1000 convertible de luxe, clarendon grey, one owner, heater, excellent; £565.—Autocars Surbiton, Ltd., 134, The Broadway, Tolworth, Surrey. Elmbridge 0988. [9543]

**WARWICK WRIGHT, Ltd., offer:—**

**1956** Morris Minor convertible, fawn, red upholstery, heater, 19,000 miles; £485.

**1956** Morris Minor Traveller's car, grey, red upholstery, heater, 18,000 miles; £565.

**1957** Morris Minor 1,000 Traveller's car, black, red upholstery, heater, 14,000 miles; £650.

**WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]**

**1956** Morris Minor Traveller; £525.

**DUNSDON & ELLIS, Ace of Spades, Great West Rd., Hounslow, Middx. Tel. Hounslow 5476. [C1195]**

**KDM & CHERRINGTON, Ltd., offer:—**

**1957** Minor 1000 2-door saloon, heater, black, grey interior, one owner, 13,000 miles; £545.—9, Albemarle St., W.1. Grosvenor 5551. [C2054]

**1950** (November) saloon, beige, immaculate; £520.—Bridge Motors, Leatherhead 2564. [C1156]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## MORRIS MINOR

B. J. HUNTER, Ltd., Austin agents, offer:—  
**1956** Morris Minor convertible, special engine, high speed axle, etc.; £475.  
**1954** Morris Minor convertible, twin carbs.; £425.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

**1957** Morris Minor 1000 2-door de luxe saloon, cream, 12,000 miles; £575

**1958** Morris Minor 1000 4-door de luxe saloon, black, 7,000 miles; £635.—Charles Rickards, Ltd., 56, Bayswater Rd., W.2. Pad. 3440, ex. 29-37. [C3050]

**1957** Morris Minor convertible, grey, de luxe, heater, one owner, low mileage; £540.

**1957** Morris Minor saloon 4-door, de luxe, heater, green, one owner, immaculate condition; £575.—Wray Park Garage, Ltd., Reigate, Tel. 2265. [C3998]

**1955-6** Minor, 2-door, green, heater, one owner; £460.—Ashford 5621 (Midddx). [C3537]

**DEC.** '57, 1,000, green, 2-door, one owner; £595.—Boroughbury Garage, Peterborough 5876. [C342]

**YES**—but if it's Morris—it's Sparks of Streatham Hill S.W.2, your main depot.—Tulse Hill 3434. [C3412 R]

**1956** Morris Minor 4-door de luxe saloon, Clarendon grey with red upholstery, recommended throughout; £525

**1957** Morris Minor 1,000 4-door saloon, black with red, excellent throughout; £565.  
**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [C2008]

**1958** Morris Minor 4-door saloon, black with red upholstery, heater, 10,000 miles, 4 months guarantee; £625.

**1958** Morris Minor tourer de luxe green with green upholstery, radio, wing mirrors, fog light, 11,000 miles, 4 months' guarantee; £625.  
**UNIVERSITY MOTORS, Ltd.**, 80, Piccadilly, W.1. Grosvenor 4141. [C3588]

**1956** series Morris Minor 4-door de luxe saloon, Clarendon grey, one owner, excellent condition; £485.—Below.

**1955** Morris Minor 4-door saloon, fitted heater, wing mirrors, etc., black, immaculate condition; £475.

**ASCOT SERVICE STATION, High St., Ascot, Berks.** [C1188]

**1957** Morris Minor 1000, unmarked condition, low mileage; £535.—Kirkdale Cars, Kirkdale, Srdenham, S.E.26. Sydenham 6129. [C2068]

**1955** Morris Minor 2-door saloon, black, red interior trim, guaranteed; £460.—Newbury Cars, Ltd., Muswell Hill, N.10. Tudor 3394. [C3102]

**1957** Morris Minor 1000 saloon, immaculate, guaranteed; £525; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078]

**1955** Minor saloon, heater, immaculate, guaranteed; £435; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078]

**1957** Morris 1,000 convertible; £535.—Brookway, 12, Bedford House, The Avenue, W.4. Tel. Mon. Fri. Abbey 6111. [C426]

**1958** (April) Morris Minor Traveller, grey, one owner, low mileage, absolutely as new; £685; terms.—747, Dunstable Rd., Luton 5141. [C3158]

**£450**—1952 2-door, black, heater, Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2235. [C2022]

**1958** Morris Minor Traveller, black, fitted heater, 10,350 miles, extremely well maintained; £685.—E. J. Baker & Co., Ltd., Dorking 3822. [C1189]

**1953** Minor convertible, grey, heater, unsealed, new hood, rims, 30,000 miles, immaculate; £365.—Hurstway 4576. [C4222]

**1949** Minor convertible, black, extras, well above average condition; £345.—Bradstock Motors, Ltd., Fairlands 6283. [C1090]

**1954** (Sept.) Morris Minor 2-door sal., black, one owner, ex. cond., 33,000 miles; £405.—Liv. 5911. [C3438]

**1954** Morris Minor convertible de luxe, heater, guaranteed; £405; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029]

**1956** Morris Minor Travellers; £525; terms and exchanges.—Morris & Paulson, 70, London Rd., Enfield, Middx. Enfield 3950. [C3133]

**£325**—1949 Morris Minor tourer, fitted 1172 c.c. Ford engine and retaining Minor gear box, many extras.—Tel. Camberley 1033. [C3959]

**1957** Morris Minor 4-door saloon, one owner, 14,000 miles, perfect; £555.—X.L. Service Station, Kingston Vale, S.W.15. Kingston 8335. [C4060]

**1957** Minor 1000 convertible de luxe, one owner, taxed year; £535.—E. L. Mendel, Ltd., 279, Finchley Rd., N.W.3. Tel. Speedwell 9891. [C3101]

**1955** October Traveller, 12,000 miles since fitted 1,000 units, numerous extras, twin carbs., etc.; £600.—Boroughbury Garage, Peterborough 5876. [C3424]

**1957** Morris 1000 Traveller, one owner, heater, excellent condition, grey finish, red upholstery; £615.—Steele Griffiths, S.E.5. Rodney 2201-6. [C3485]

**1957** Morris Minor Travellers, black with red leather, with heater, under 20,000 miles, in first-class order; £615.—Ascot Service Station, High St., Ascot, Berks. Ascot 1649. [C1188]

**1952** (Feb.) Morris Minor 4-door d/l saloon, heater, overriders, green, bargain; £365; several others.—348, King St., Hammersmith, W.6. Riv. 2337-8. [C3130]

## MORRIS MINOR

**1956** (Dec) Morris Minor 1000 Traveller, black with red trim, one owner, heater; £595.—Frank Watson (Croydon), Ltd., Thornton Rd., Thornton Heath 4221. [C3587]

**MORRIS** Minor 1000 saloon, sage green, heater, in beautiful condition throughout, genuine 14,000 miles only, one owner, must be seen; £565.—Putney 2770. [C3574]

**1957** (Sept.) Morris Minor 1000 2-dr. saloon, black, heater, radio, 18,000 miles; £575.—Michael Christie Motors, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. [C1094]

**1949** (November) Minor convertible, birch grey, works re-cond, engine, hood, Tonneau and envelope in excellent condition; £510.—P. Crowley, Tel. Rickmansworth 4819. [C3518]

**1958** Morris Minor 2- and 4-door saloons, average prices from £345 to £565.—Lanckester Eng'g Co., Ltd., 39-43, Eden St., Kingston. [C0046 R]

**1957** Morris Minor 1000 2-door saloon de luxe, grey, one owner, radio, heater, wheel trims, in immaculate condition; £550.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167]

**1956** (March) Morris Minor 2-door de luxe saloon, grey, one owner, heater, screenwashers, undersealed, overriders, wing mirrors, excellent condition; £485.—Cattermole's (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [C1180]

**1951** Morris Minor saloon, grey, radio, heater, in excellent condition; £375; 3 months' written guarantee, part exchanges.—MET Garages, Ltd., 409, Kilburn High Rd., N.W.6. Tel. Maida Vale 4801/7082. [C3151]

**465** gns.—Morris Minor, 1956 convertible, sandy beige, heater, carefully used; written guarantee; terms, exchanges; 1955-57, 9-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**1954** Morris Minor 2-door saloon, green, reconditioned engine just fitted, one owner, in really excellent condition, £425; another in grey also in very nice condition, £395.—Grey's Motors, Ltd., 409, Albany St., N.W.1. Euston 6994. [C4117]

**1958** Morris Minor 1000 de luxe convertible with high-performance engine conversion, this very special car is fitted with radio and innumerable extras.—For details please telephone Mr. Fairclough, Wessex Motors, New St., Salisbury. Tel. 3275. [C4087]

**1956** June Morris Minor 4-door saloon de luxe, 2000 c.c. engine, black, 16,200 miles only, two owners, private pleasure only, untaxed, spare unused, immaculate condition, £525; new price over £700.

**MCKINNON MOTORS, Ltd.**, Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020]

**1956** Morris Minor Traveller, grey, 21,000 miles and in first-class condition throughout; £565.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. And Truscott's Corner, Chestnut Place, Westbourne Grove, W.2. Bayswater 1861. [C4035]

## Morris Minor Cars Wanted

**R** ROWLAND SMITH'S, the Minor buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

**A** LMOST new Minor required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8895. [W3016]

**M**ORRIS Minor 100 Traveller's car required.—Greenways, 81, Alfred Rd., Winchester. [W4087]

**!!!** Estate Cars, Ltd., the Utility Specialists, urgently require Minor Travellers.—441, Upper Richmond Road West, East Sheen, S.W.14. Prospect 7648-9. [C422 R]

## MORRIS 8

**1947** Morris 8 series E saloon, reconditioned condition; £225.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167]

## MORRIS COWLEY

**JACK ROSE, Ltd.**, offer 500 miles only Morris Cowley; accept £815.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]

## MORRIS OXFORD

**R. HARDY & SON** offer:—  
**1959** Morris Oxford series III, Clarendon grey, red upholstery, fitted screen washers, wing mirrors, 1,000 miles only, whole car as new; £825.—52-53, Marylebone High St., W.1. Hunter 0942. [C3589]

**H. BEART & Co., Ltd.**, offer:—  
**1958** Morris Oxford saloon, finished in duo green with green interior, fitted radio, one owner; £795.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081]

**P. HILP RICKARDS, Ltd.**, offer:—  
**1958** Morris Oxford series III saloon, black, 12,000 miles, radio, one owner, immaculate, £795; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051]

**H**ENLYS offer with 4 months' guarantee:—  
**1955** series Morris Oxford saloon, heater, black with red interior; £555.  
**HENLYS, Ltd.**, 958-964, High Rd., North Finchley, N.12. Hillside 6666. [C3523]

**1957** Morris Oxford Manumatic, radio, heater; £725.  
**DUNSDON & ELLIS, Ace of Spades, Great West Rd.**, Hounslow, Middx. Tel. Hounslow 5476. [C1195]

**1957** Morris Oxford Series III, very low mileage, one owner; £735.

**WEST STREET MOTORS (CROYDON), Ltd.**, 6-7, Dingwall Rd., Croydon, Tel. Croydon 9311. [C7830]

## MORRIS OXFORD

**1958** Morris Oxford saloon, black, radio, 13,000 miles; £810.  
**CHARLES RICKARDS, Ltd.**, 56, Bayswater Rd., W.2. Pad. 3440, ex. 29-37. [C3050]

**1957** (Mar.) Morris Oxford Travellers, one owner, 21,000 miles; £775.  
**GEORGE NEWMAN & Co.**, 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023]

**YES**—but if it's Morris—it's Sparks of Streatham Hill S.W.2, your main depot.—Tulse Hill 3434. [C3412 R]

**1955** fitted heater, colour beige with red trim; £485.—Bowman's Garage, Weybridge 3265. [C1143]

**1957** Oxford, 20,000 miles, black, heater; £695.—Gordon King Motors, Mitcham Lane, S.W.16, Streatham 3133-4-5. [C3546]

**1958** (June) Morris Oxford, duo tone birch grey, with red leather upholstery, supplied by us; one owner, 8,000 miles; £795.

**THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond 6441.** [C1116]

**1958** Morris Oxford saloon, duo tone grey/black with red leather upholstery, perfectly kept by one owner; £765.  
**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [C2008]

**1952** Morris Oxford, reconditioned engine, perfect condition, heater; £385.—Bradstock Motors, Ltd., Fairlands 6283. [C1090]

**1955** Morris Oxford Traveller, 35,000 miles, excellent throughout; £575.—Sargeant & Collins, Bromley. Imperial 2242. [C3568]

**1958** (Nov.) cream/red, under 2,000, taxed for the year; £845.—Ing's Garage, Ltd., Maidenhead 2149. [C2114]

**1951** Morris Oxford, heater, radio, 4 new tyres, battery, 23,000 miles, taxed; £530.—Crawley 21451. [C3021]

**1953** Morris Oxford, heater, excellent condition; £425.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068]

**1954** Series I Morris Oxford Travellers; £475; terms and exchanges.—Morris & Paulson, 70, London Rd., Enfield, Middx. Enfield 3950. [C3133]

**495** gns.—Morris Oxford, late 1954 series II saloon, leather, heater overriders, good tyres, carefully used; written guarantee; terms, exchanges.—Rowland Smith, Below—

**265** gns.—Morris Oxford 1949 saloon, green, fawn upholstery, wing mirrors, one owner, good tyres; choice of 2 terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

**1956** Oxford, one owner, genuine 17,000 miles, unquestionably superb; £595; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [C3045]

**1952** Oxford, one owner, Derrington Superdunor, radio, heater, spotlight, 19,000 miles, excellent condition; £435.—S. Lewin, "Brunswick," Gloucester Drive, Staines 3402. [C462]

**ONE** owner, 1957 Morris Oxford saloon, black with red leather interior, low mileage, heater, beautiful condition; written guarantee, terms.—H. F. Edwards, 23-34, Upper High St., Epsom. Tel. 5611. [C3201]

**1958** Morris Oxford, excellent condition, unused since Dec., 18,300 miles, owner returned Australia; £730 o.n.o.—Seen 4, Pierrepont Rd., W.3. Aco. 2539. [C4945]

**1957** (reg. 1956) Morris Oxford Traveller Series III, dark green, fog lamp, heater, the last of the timber constructed bodies, 14,000 miles, superb condition, almost as new; £715.—Logsdon's Garage, Ltd., Royston, Herts. Tel. 2281. [C3160]

**1958** series IV Oxford Travellers car, all metal body, Clarendon grey with red hide upholstery, virtually unmarked inside and out, one owner, privately taxed and used for pleasure motoring only, undersealed and fitted heater, washers, chromed wheel trims, white sidewall tyres, faultless mechanical order; £585.

**450** other cars available; write for fully descriptive priced catalogue.  
**CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; open Sundays 10 a.m. to 1 p.m.; unrestricted hire purchase terms, exchanges.** [C1035]

**1958** August Morris Oxford saloon, sage green/twilight grey, green leather, heater, clock, armrests, overriders, windscreen washers, wing mirrors, Ace Rimblelshers, 6,000 careful miles by late owner, brand new condition, maker's warranty, undersealed; £825; can be seen London or Manchester area by appointment.—Lomas, Farnham Common (Bucks) 975, or Leigh (Lancs) 75, 9 a.m. to 4 p.m. [C4946]

## Morris Oxford Cars Wanted

**R**OWLAND SMITH'S, the Oxford buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

**!!!** Estate Cars, Ltd., the Utility Specialists, urgently require Oxford Travellers.—441, Upper Richmond Road West, East Sheen, S.W.14. Prospect 7648-9. [C379 R]

## MORRIS SIX

**265** gns.—Morris Six 1951 saloon, black, brown leather, heater, screen washers, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

## MORRIS ISIS

**TOM GARNER, Ltd.**, offer:—  
**1957** Morris Isis series III sal. (auto), grey, htr., 10,000; £795.  
**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

**JARVIS OF WIMBLEDON, 100% B.M.C. dealers.**  
**1956** Isis Traveller, birch grey, one owner, floor gear change, very useful vehicle, cost £1,100 new, offered at £725 with 4 months' B.M.C. warranty, 57, Hill Rd., S.W.19. Wm. 7528. [C2048]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## MORRIS ISIS

**1955** (Nov.) Morris Isis, black red interior, 16,000 miles, £530.—Woodcote Motor Co., Ltd. (Morris distributors), Epsom 1234. [C4143]

**ISIS Traveller**, 1956, one owner, new engine, extras, unscratched; £650.—C. Kemp, White Post Farm, Tel. Ash, Canterbury, 222. [9350]

**1957** Morris Isis de luxe, fitted Borg-Warner automatic transmission, excellent condition; £675.—Dunham & Haines, Morris Dealers, Luton 5300. [9391]

**JACK ROSE, Ltd.** offer 1958 Isis de luxe saloon in grey, right hand gear change, 13,000 miles, one owner, almost unmarked condition; accept £795.—Stafford Rd., Wallington, Surrey. Wallington 6678. [C3056]

**AZ MOTORS** offer 1955-6 Isis saloon, exceptional value; £495! Also 1950 Morris 6 saloon, spotless condition; £275!—Palmerston Rd., N.W.6, M4 4723. [C1011]

**1956** Morris Isis de luxe saloon, black, red hide, heater, underseal, one company director owner since new, chauffeur maintained, authenticated moderate mileage, flawless throughout; £595. Other cars available; write for fully descriptive priced catalogue. [C1035]

**CAMDEN MOTORS**, Leighton Buzzard 2041; open until 8 p.m. open Sundays 10 a.m. to 1 p.m. [9391] restricted hire purchase terms, exchanges. [C1035]

## Morris Isis Cars Wanted

**ROWLAND SMITH'S**, the Morris Isis buyers; highest cash prices.—Hamstead High St., N.W.3, Ham 6041. [W4018/R]

**1957** Isis Travellers wanted, r.h. gear change, cash payment.—Greenways, 81, Alresford Rd., Winchester. [W4087]

**!!! Estate Cars, Ltd.**, the Utility Specialists, urgently require Isis Travellers.—441, Upper Richmond Road West, East Sheen, S.W.14 Prospect 7648-9. [C381/R]

## Morris Spares and Service

**MORRIS** genuine spares and special services in the West End. **MORRIS AND COMPANY**, Cleveland Garage, Cleveland St. Tel. Mus. 1932. [C342/R]

**HAMMERSMITH**, W.6.—Rogers Garage, Engineers, Wellesley Ave. Riverside 2644. Sales and service. [C3054/R]

**BARKER'S MOTORS (LONDON)**, Ltd., Tel. Balham 6666, for Morris spares, sales and service.—209, Balham High Rd., S.W.17. [C521]

**SPECIAL** tuning equipment, twin carburettor units, modified cylinder heads, manifolds, oil conversions, sy Minor.—Derrington, 159-161, London Rd., Kingston 5621-2. [S1071]

**R. HARDY & SONS**, 55, Marylebone High St., W.1.—Experienced for nearly a century, complete overhauls and coachwork, our speciality; exchange engine units spares and accessories.—Hunter 0942 [C365/R]

## NASH

## NASH

**NEW** models, spares and service.

**NASH CONCESSIONAIRES, Ltd.**, Albany St., N.W.1 Euston 3556. [C937]

## SCOTT CARS

**1951-2** Nash Rambler, 23hp, right-hand drive, radio, heater, one owner, immaculate. **SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.3 Hampstead 8676/7779. [C4016]

## OLDSMOBILE

## SCOTT CARS

**1951** Oldsmobile 98, automatic transmission, radio, heater, in excellent condition throughout. **SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London N.W.3. Hampstead 8676/7779. [C4016]

**LEX**, The American car specialists; see offer under Used American Car column.

**LEX GARAGES, Ltd.**, 2, Lexington St., Piccadilly Circus, W.1. Gerrard 8600. [C523/R]

**1957** Oldsmobile 88 4-door holiday saloon, all extras, grey/cream, low mileage; also '53 Oldsmobile 88, specimen car.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.5, Tel. Kensington 4858-9. [C4028]

## Oldsmobile Cars Wanted

**LEX**—sole distributors in the U.K., require good used post-war Oldsmobiles. **GARAGES, Ltd.**, 2, Lexington St., Piccadilly Circus, W.1. Gerrard 8600. [C971/R]

**REPAIRS** and Service by Sole U.K. distributors.

**LEX** at 46-50, Gloucester Ave., Regent's Park, London, N.W.1. [C627/R]

## OPEL

**1950** Opel Olympia saloon, grey; £245.—Davies Motors, Ltd., 554, London Rd., Ashford, Middx. Ashford 3671-2. [C1080]

## Opel Spares and Service

**LANCASHIRE**, Cheshire and North Wales distributors, service and spares. **A. FREEMAN, Ltd.**, Grosvener Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [C513/R]

**OFFICIAL** Opel spares and service agents.—B. & C. Concessions, Ltd., 46-50, Gloucester Avenue, Regent's Park, N.W.1. Primrose 0161. [C952/R]

## PACKARD

**1954** Packard Super Clipper, r.h.d., straight eight automatic, wireless, heater; £950.—Isleworth 5252. [C4106]

**PACKARD Spares and Service** **JOE THOMPSON (MOTORS)**, Ltd., Packard spares, repair specialists.—91-95, Fulham Rd., S.W.5. Kensington 4858. [S4028]

## Packard Spares and Service

**LEONARD WILLIAMS & Co., Ltd.**, for Packard spares.—Packard Buildings, Great West Rd., Brentford, Middlesex Ealing 3400. [C469/R]

## PANHARD

## CAR MART, Ltd.

**OFFER** with 6 months' guarantee:—

**£825**—Panhard Dyna saloon, heater, left-hand drive, speedometer reading 1,000 miles; reg. 1959. [C1039]

**CAR MART, Ltd.**, 320 Euston Rd., N.W.1 Euston 1212.

**WORTHINGTON MOTORS, Ltd.**, Panhard distributors for Sussex, Broadwater Rd., Worthing, Tel. Worthing 71. [C0676/R]

## PEERLESS

**PEERLESS MOTORS** offer:—

**1958** blue, grey trim, overdrive, wire wheels, 5,500 miles; £1,425.—Bath Rd., Slough, Tel. 25121. [9129]

## PEUGEOT

**1959** 403 saloon, one owner, 2,000 miles, as new.—C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5731. [C3061]

**1958** 403 saloon, radio, heater, overdrive, underseal, serviced by us since new, immaculate; £975; terms: exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1, Belgrave 3711. [C3045]

**1958** Peugeot 403, superb condition; £950.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11, Bayswater 4274. And Truscott's Corner, Chesham Place, Westbourne Grove, W.2, Bayswater 1861. [C4035]

## Peugeot Cars Wanted

**SALOON** or estate.—Fraser, 27, Platts Lane, N.W.3 Ham. 4712 after 8 p.m. [9222]

## PONTIAC

## SCOTT CARS

**1954** Pontiac, right-hand drive, really outstanding condition. **SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

## Pontiac Spares and Service

**FOR** Pontiac spares and Pontiac service.

**U.S. CONCESSIONAIRES, Ltd.**, Pontiac Works, Jubilee Place, Chelsea, London, S.W.3 (Tel. Fixman 7752-3-4).

**SOLE** distributors Great Britain for Pontiac cars and Pontiac parts. [C0617/R]

## PORSCHE

## BARTLETT.

**THE** Porsche buyers and stockists offer delivery from stock of 1959 fixed head coupes, standard and super, literature on request, demonstrators available. Porsche 1957 standard coupe, 9,000 miles, many extras, £1,375; Porsche 1956 standard coupe, 24,000 miles, £1,375; Porsche 1956 coupe, £1,295; repairs and service by experts.—27, Pembroke Villas, W.11. Clays water 0528. [C1013]

**CONNAUGHT ENGINEERING** offer:—

**1958** Porsche 1600, silver grey with green trim, one owner, 6,000 miles only; £1,725.—Portsmouth Rd. (A3), Send, Surrey Ripley 3122. [C1132]

**1956** (March) Porsche 1500 cabriolet, radio, very carefully maintained; £1,095.

**TAYLOR & CRAWLEY**, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6821. [C1036]

**1955** Porsche 1500, radio, etc., beautiful condition; £1,245; terms, exchanges.—Finchley 1503. [T9170]

**£1095**—1954 Porsche 1500 Super, resprayed, metallic green, Michelin X tyres, faultless, Tel. Camberley 1035. [9566]

**AFN, Ltd.**, offer 1958 (registered December '57) 1600 Standard coupe, ivory, one owner; £1,625.—A.F.N., Ltd., London Rd., Isleworth, Middx. [C2015]

**V&F**—1956 1600 Super coupe, in white, 29,000 miles, excellent condition throughout; £1,350.—V. & F. Monaco Motors, 363, Fulham Rd., London, S.W.10. Tel. Fixman 4536. [C4141]

**1959** Porsche 356A fixed head coupe, 750 miles only, new car condition, cost £2,100, exceptional offer, £1,835.—Wray Park Garage, Ltd., Reigate, Tel. 2665. [9597]

**GILLIE TYRER**, Porsche distributor for 7 counties, offers immediate delivery new 1600 cabriolet and fixed head coupe, standard or super; also used 1600 coupe; trade enquiries invited.—Supermotors (Liverpool), Ltd., Oakhill, Lydiate, Nr. Liverpool. [T9167]

**1957** Porsche 1600 super r.h. coupe 356A, graphite grey, 33,000 miles, 1954 plain bearing crankshaft and camshaft, Michelin X tyres, twin Marchal fog lamps, twin reverse lights, chromium-plated wheels, exterior door mirror, screen washer, radio, map light and accessory plugs, heater and demister, seat head rests and badge bar, condition immaculate, open to any inspection; £1,500.—Tel. Canterbury 2275. [E976]

## Porsche Cars Wanted

**V&F MONACO MOTORS**, buy good Porsche.—363, Fulham Rd., S.W.10. Fixman 4536. [W4141]

## Porsche Spares and Service

**V&F MONACO MOTORS** spares and specialised service.—6, Astwood Mews, Courthold Rd. (near Gloucester Rd. Station), London, S.W.7. Tel. Fremantle 4414. [C045/R]

## RACING CARS

**DUNCAN HAMILTON & Co.**, offer:—

**COOPER Climax** 1100, stage II, B.R.G., excellent history; offers.—33, High Rd., Byfleet 3101. [C1091]

## RACING CARS

**LISTER-JAGUAR**, superb condition, disc brakes, used very little; £1,650.—N. Hillwood, 275, Hale Lane, Edgware, Middx. Edgware 5067 (before 6 p.m.) Stonegrove 5373 (evening). [9352]

**COOPER'S GARAGE (SURBITON)**, Ltd., 243, Ewell Rd., Surbiton, Surrey. Tel. Elmbridge 3346, are sole concessionaires for the 1500 Formula II Cooper-Climax and 500cc Formula III racing cars and 1,100cc and 1,500cc Cooper-Climax sports cars [C261/R]

## Reliant Cars Wanted

**GEORGE CLARKE** pay most. Tel. 3211. [C364/R]

**PRIDE & CLARKE**—best buyers.—Brixton 4251. [W506/R]

**ROWLAND SMITH'S**, the Reliant buyers; highest cash prices.—Hamstead High St., N.W.3, Ham. 6041. [W4018/R]

## RENAULT

## ALPINE

## GORDINI

**IS** here for inspection and demonstration, also the following new and used Renaults:—

**1957** (June) Dauphine, under 10,000 miles, one owner; £620. [C520]

**1957** Dauphine, Imperial red; £565.

**1957** Dauphine, Imperial red, twin carb., four-branch manifold, 15,000 miles from new; £505.

**1959** model Dauphine, Imperial red, one owner, 4,000 miles from new; £720.

**1954** 55-56-57 750s; from £375.

**NEW** Dauphines and 750s immediate delivery.

**ALPINE BUSHEY GARAGES, Ltd.**, 83-85, High Rd., Bushey Heath, Bushey Heath 3282 [C1119]

## SPUR GARAGE offer:—

**1958** Dauphine, blue, Ferlec automatic clutch, used only by us for demonstrations, etc., completely as new; £685.

**1957** Dauphine, blue, fitted Derrington speed conversion, Koni shock absorbers, twin spots, etc., a car for the enthusiast; £585.

**NEW** Dauphines in stock, including cars finished by us in our special duo colour schemes.—39, Hatfield Rd., Wimbledon, S.W.19. Liberty 4009. [C4109]

## SLOCOMBES, Ltd., offer:—

**1250** miles only, 1958 (Nov.) Dauphine, sun roof, fog lamp, etc., ulip yellow; £745.

**1957** Dauphine, sun roof, 11,000 miles, French blue, one owner; £625.—38-52, Dudden Hill Lane, N.W.10. Willesden 4869 and 3934. [C4017]

## RAYMOND WAY offers:—

**1956** model Renault 750 c.c. in metallic green with 2-tone green and grey interior, Ferlec clutch, delightful car with many extras including sliding roof, wing mirrors, spot lamps, etc.—459, 300 Motors, Kilburn, N.W.6. Maida Vale 6044. [9275]

**1957** Renault 750, one owner; £495.

**JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111]

## CONNAUGHT ENGINEERING offer:—

**1957** Renault Dauphine, finished in red, very clean, low mileage, one owner; £595.

**1957** Renault Dauphine, Ferlec clutch, blue with dark blue interior, one lady owner, 11,000 miles only; £575.

**1956** Renault Dauphine, finished in green, Ferlec clutch, clean condition throughout; £545.

**CONNAUGHT ENGINEERING**, Portsmouth Rd. (A3), Croydon, Surrey. Ripley 3122. [C1132]

**RICHARDS & CARR, Ltd.**, are always best value.

**1958** 750 saloon, genuine 4,300 miles, grey, virtually new throughout; £545.

**1956** 750 de luxe, exceptionally well kept car in every respect; £445.

**1955** Fregate Amiral, outstandingly well kept, two owners, genuine 31,000 miles; £525.

**1953** 750, recent clutch and brake overhaul, good throughout; £315.

**1959** Dauphine, grand new, large choice of colours, immediate delivery.—35, Kinnerton St., S.W.1, Belgrave 3711. [C3045]

**1957** late Dauphine, red, in excellent condition throughout; £595.

**COX & Co.**, Buxton Rd., Hazel Grove, Cheshire, Stepping Hill 4455. [C1152]

**1955** Renault 750, blue, reconditioned engine, exceptional condition throughout; £415.

**McLAREN & COX, Ltd.**, 828, High Rd., North Finchley, N.12. Tel. Hillside 0560/6506-8. [C3085]

**£665**—Renault Dauphine, grey, one owner, low mileage. Tel. Camberley 1033. [9553]

**1957** Renault Dauphine, in perfect condition throughout; £595.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4873-4. [C2110]

**1957** Renault Dauphine, blue, 20,000 miles, one owner, really good condition; £595.—Kerridge, Alton 2224. [C1118]

**1954** Renault 750 saloon, heater, magnificent, guaranteed £330; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4078]

**WELHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd., Surbiton, Elmbridge 1873. Established 1909, offer:—

**1958** Dauphine saloons, red or grey Std. or Ferlec; £690-£720.

**1955-7** 750 saloons, blue, grey, green; £410-£495.

**1958** 750 saloons, Ferlec; £650. [C4017]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## RENAULT

1957 model Renault Dauphine, Ferlec clutch, red, one owner; £560.—Blue Star Garage, Belsize Rd., N.W.6. Mal. 5555. [9279]

1957 Renault Dauphine, radio, sunroof, one owner, heater, good condition; £510.—Steele Grimthorpe, S.E.5. Rodney 2201-6. [9489]

1953 750 saloon, recently resprayed, very smart, 53 m.p.g., written guarantee; £355.—Somerville Motors, Woolwich 4554. [9282]

1955 Renault 750, reconditioned engine just fitted; £415.—Blue Star Garage, Belsize Rd., N.W.6. Mal. 5555. [9280]

1958 Renault Dauphine saloon, unquestionable condition; exchanges.—Wessex Motors, St. Cross Rd., Winchester. Tel. 5555, Mr. Ingoldby. [C4087]

£565.—Dauphine 1957 Ferlec, 10,000 miles only, body, chrome and and carpet like new; second owner reluctantly selling for larger car.—Tel. Arc. 5317. [9579]

1955 Renault 750, 26,900 mileage engine Al, resprayed grey, steering just overhauled, excellent little car; £390.—Tinewood Service Station, Iver Heath, Bucks. Tel. Iver 600. [9375]

BARNEHURST GARAGE, Ltd., always have a large selection of guaranteed used Renault cars.—Barnehurst Garage, Ltd., 1-9, Barnhurst Rd., Bexleyheath, Kent. Tel. Bexleyheath 715 and 9159. [0134 R]

£555.—'57 Dauphine, immaculate, red silver, modified engine gives 20+ mph and 37mpg, carefully maintained, clutch just refitted, 23,000 miles.—Hainault 2255 4, Chigwell Rise, Chigwell, Essex. [9055]

365 gns.—Renault 750 1953 saloon, bronze, excellent condition; written guarantee; choice of 3; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

525 gns.—Renault Freigate 1955 saloon, ice blue, heater, screenwashers, whitewall tyres, exceptional; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, (Hampstead Tube), Hampstead 6041. [C4018]

## Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

DAUPHINES, Fregates and 750s urgently wanted.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1, Belgrave 3711. [W3045]

WELHAM'S Renault Sales & Service, Surbiton Hill Rd., Surbiton, Enbridge 1873, buy post-war Renaults. [W4070 R]

750s, Dauphines and Fregates are always required by: Alpine Bushey Garages, Ltd., Bushey Heath, Herts. Bushey 3262-3. [W1119]

## Renault Spares and Service

METROPOLIS GARAGES, Ltd., Olympia, W.14, She. 5395 (West London and Midlands distributors). EXPERT Renault staff for all types of repairs; large stocks of spares; we will despatch day of order. [0213 R]

OFFORD & SONS, Ltd.—Renault spares, large stock of all new and replacement parts available immediately.—264, Brompton Rd., S.W.3, Kensington 0830. [T9141]

N.W.6. BLUE STAR GARAGES, Ltd., 100% Renault distributors for all repairs and spare parts.—59-65, Belsize Rd., N.W.6, Maida Vale 5555 and 2155. [T9131]

ALPINE BUSHEY GARAGES, Ltd., Bushey Heath, Herts, and North London distributors for Renault spares and first-class service by Renault specialists.—Bushey Heath 3262. [S1119]

BARNEHURST GARAGE, Ltd., have the largest stock of Renault spares in the South of England; all orders despatched on the day of receipt.—Barnehurst Garage, Ltd., 1-9, Barnhurst Rd., Bexleyheath, Kent. Tel. Bexleyheath 725 and 9159. [0943 R]

## RILEY

R. HARDY & SON offer:—

1956 Riley Pathfinder, maroon, red upholstery, whole car in excellent condition throughout. £695.—52-55, Marylebone High St., W.1. Hunter 0942. [9592]

J. JAMES (LONDON), Ltd.,

FOR new and second-hand Riley cars.

1958 (Nov.) 1.5, finished in green, 4,000 miles, excellent condition; £795.

RILEY CARS, 65 and 66, Pall Mall, S.W.1. Tra. 7311

or 832, Finchley Rd., N.W.11. Tel. Speedwell 6762. [6155]

ERIC HAYES, Ltd., offer:—

1952 Riley 2½-litre saloon, colour green, completely recellulosed, heater, screenwashers, whole car in superb condition; £485.—13, Bishopsbridge Rd., W.2. Ambassador 8266. [C2035]

MERCURY MOTORS offer:—

£275.—1947 1½ Riley saloon, in good condition; terms, exchanges, etc.

MERCURY MOTORS, 824, Harrow Rd., Wembley. Wembley 6058. [9173]

METROPOLITAN MOTORS 192-6, Horn Lane, Acton, W.3 (Acorn 5064), offer:—

1952 Riley saloon, black, brown interior; £450; 9% hire purchase charge on all used vehicles. [C3080]

## RILEY

BOON & PORTER, Ltd., Riley distributors.

1953 Riley 1½ saloon, one owner, 42,000 miles, maintained by us, an immaculate car; £535. CASTELNAU, S.W.13 (by Hammsmith Bridge), Riverside 4444. [C1022]

HENLYS offer with 4 months' guarantee:—

1955 Riley Pathfinder saloon, heater, green with green interior; £695.

HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11, Finchley 0081/9782. [8528]

TANKARD & SMITH (CHELSEA), Ltd., offer:—

1954 Riley 1½-litre saloon, blue grey, heater, exceptional condition for its year; £645.—194-196, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4801 (5 lines). [C4025]

1950 (Nov.) Riley 2½-litre saloon, black, red leather, fitted heater, specimen car; £395.

1947 (Nov.) Riley 1½-litre saloon, black, brown leather, fitted heater, above average condition; £335.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highgate 2275. [C2109]

1953 model (Dec. '52) Riley 1½-litre, green, radio, heater; £510.—Eton Garages, Windsor. [C2153]

1954 Riley 1½-litre saloon, black with biscuit upholstery, heater, one owner, 17,000 miles, 4 months' guarantee; £675.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [9386]

BEARDS OF KINGSTON, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5348. [0073 R]

1952 Riley 2½-litre saloon, heater, radio; £425.—Gavin Fairfax, Ltd., Virginia Water, Tel. Wentworth 3154. [C2099]

AZ MOTORS offer superb 1952 2½-litre saloon, exceptional value; £450.—Palmerston Rd., N.W.6, Mai. 4725. [C1011]

1955 Pathfinder, one owner, small mileage, excellent condition throughout; £615, private sale.—Burnet 2127. [9312]

1958 Riley 2.6 automatic, beige and maroon, one owner, 4,000 miles as new; £1,265.—Wray Park Garages, Ltd., Reigate, Tel. 2263. [7864]

1.5 1958, one owner, grey, green upholstery, 4 months' B.M.C. warranty; £775.—Woodcock Motor Co. Ltd., Epsom 1254. [C4143]

CLARKE & SIMPSON, Ltd., Riley sales and service, offer a selection of the best used Rileys available.—49, Sloane Sq., S.W.1. Tel. Sloane 0436. [C1048]

1949 Riley 1½-litre, radio, new engine, superb condition; £415.—Robbins, East Putney. Tel. 7881. [C3010]

1953 genuine RMF 2½-litre saloon, 25,000 miles, taxed year; bargain at £455, or exchange something more docile.—Box 2927. [9365]

1948 2½ Riley saloon, in excellent condition throughout, engine overhauled, heater, blind; £330.—13, Rockleaze Ave., Bristol, 9. [9455]

RILEY 2½ 1951 (Dec.) saloon, black, green leather, radio, heater, exceptional condition; £450.—Gunter, 51, High St., Billericay, Tel. 1565. [9323]

1948 Riley 1½ 4-door wooden estate car, lovely condition; £225.—R.L.H. Motors, Ltd., 599-609, Kings Rd., S.W.6. Renewal 4492 6647. [C3125]

1953 Riley 1½-litre, green, superb condition in engine, coachwork, tyres, only wants seeing; £550.—25, Crow Wood Park, Halifax. Tel. 81624. [9246]

1953 (September) Riley 2½-litre sports saloon, one of the rare RMF series, finished in dark avery with maroon leather, small mileage, in superb condition throughout; £625.

THOMPSON-DOXEY, Ltd., 109-139, Eastbank St., Southampton Tel. 56934-5-6. [C4120]

1956 Riley Pathfinder, heater, radio, overdrive, excellent condition, unrepeatable offer; £659 or terms.—Margate Motors, Northdown Rd., Margate, Thanet 2047. [9603]

1954-5 Riley Pathfinder, heater, radio, in immaculate condition throughout; £575.—Cavendish Motors, Cavendish Rd., N.W.6, Willesden 0046. [C1121]

1951 Riley 2½-litre sports tourer, blue with beige leather, 1st class mechanical condition; £395.—Ascot Service Station, High St., Ascot, Berks. Ascot 1649. [C1188]

1958 Riley 1.5 saloon, grey, fitted radio, and many other accessories, 5,800 miles only; £795.—E. J. Baker & Co. (Dorking), Ltd., High St., Guildford. Tel. 3341. [9137]

1950 model 2½-litre Riley sports Roadster, new hood and sidecreens, recellulosed green, heater; £385.—Leonard & Charge, Priory St., Tonbridge 2449. [8844]

ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements: new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 22146. [0446 R]

1955 Riley 1½-litre, black with beige leather, immaculate throughout, low mileage by one careful owner, well maintained, fitted heater; £645.—Marshalewich Car Sales, Ltd., Tel. St. Albans 57455. [9565]

365 gns.—Riley 1951 2½-litre sports saloon, black, brown leather, very good condition; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1958 model Riley 2.6 automatic saloon, radio, heater, twin spots, etc., 9,000 miles, B.M.C. guarantee (cost £1,620), our price £1,235; terms and exchanges.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3, Tel. Deansgate 3325-6. [C2028]

## RILEY

CAMDEN MOTORS for high-class used Rileys, 12 post-war models available 1947-1956 1½, 2½-litre models, saloons, roadsters and Pathfinders, prices from about £300 and including the following specially recommended car:

1952 Riley 2½-litre saloon, an unusually fine specimen in original racing green, comprehensive overhaul by Riley experts in engine, gear box and back axle, bills for over £150 January this year, heater, Roadspeed tyres almost brand new, badge bar, spotlights and washers, terrific performance, only wants £495.

450 other cars available; write for fully descriptive priced catalogue

CAMDEN MOTORS, Leighton Buzzard 2041; open until 3 p.m.; open Sundays 10 a.m. to 1 p.m.; unrestricted hire purchase terms; exchanges. [C1035]

1956 (Series) 22/12/55 Riley Pathfinder saloon de luxe, maroon/red leather, radio, heater, etc., one owner, taxed year, incorporating all latest modifications which have been carried out by the makers, 100% condition and guaranteed; £755.

ALTWOOD GARAGE, Altwood Rd., Maidenhead, Tel. Littlewick Green 3076; evenings and week-ends. [C1107]

1955 Riley Pathfinder saloon, fitted heater, colour green, in outstanding condition for its year, £695; another '54, immaculate for year, £625. Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016]

1956 model Riley Pathfinder, beautifully finished in dark green with beige leather upholstery, fitted with bucket seats; this low-mileage Riley is in immaculate condition throughout and mechanically faultless; £695.—A. E. Cowell, 4, Hall Lane, Hendon, N.W.4. Sunninghill 2506. [9394]

£280.—Riley 1½ saloon, 1947, excellent in black brown hide upholstery, superb mechanical condition, practically new tyres, de luxe front and rear compartment heater, a particularly good example of all that a "real Riley" should be; h.p.; exchange; insurance; good sports cars wanted.—Alan Baker, 2a, St. Albans Rd., Hatfield, Herts. Hatfield (HA53861). [9483]

## Riley Cars Wanted

ROWLAND SMITH'S, the Riley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

GOOD Riley required immediately.—G. Edwards, Ambury Lane, Harpenden, Herts. Harpenden 113. [W2009]

XXX Excellent cash price offered for good Riley 1½-litre.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

URGENTLY required, 1947-59 Riley 1½-litre saloons.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highgate 2275. [W2109]

NEARLY new or small mileage Riley wanted for 1st or part exchange.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3, Tel. Deansgate 3325-6. [W208]

## Riley Spares and Service

ARCOT ENGINEERING, Ltd.—Preselection gear boxes exchange and repairs.—169, Fulham Rd., S.W.6, Kensington 7501 and 7521. [0238 R]

RILEY distributors for forty years, specialists in Riley overhauls, comprehensive stock of spares.—Moss's Agencies, Ltd., High St., Leamington Spa, Tel. 7057. [0989 R]

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—832, Finchley Rd., Golders Green, N.W.11. Speedwell 6762. [0092 R]

## ROLLS-ROYCE

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., Mayfair W.1. (Open until 7 p.m.) [C1082 R]

P.B. Ltd., offer:—

1936 25 30 Rolls-Royce Freestone & Webb saloon. PADDON BROS., 60, Cheval Place, South Kensington S.W.7. Kensington 9477. [C3033]

JACK COMPTON, Ltd.

ESTATE wagon, fitted new body 1958, ideal for fitting out as motorised caravan, 25hp chassis, extremely interesting vehicle; £450.

1936 just decarbonised, full 6-seater; £460.—40, High St. West Norwood, London, S.E.27. Gipsy Hill 3265. [C1191]

HAROLD SMITH, Ltd.

1933 20/25hp D black saloon by Hooper, no division, finished in black and blue with blue leather interior, exceptionally clean and well maintained car; £395.

129-131, Park Rd., N.W.8. Tel. Paddington 4295. [9107]

G. S. HALL, Ltd., offer:—

SILVER Dawn, May '54, colour dark blue, beige hide upholstery, radio, heater, screenwasher, wing mirrors, only 36,000 miles, extremely good example of this scarce model; £2,995.—302-306, King St., W.6, Riverside 2881. [C2100]

FRANK DALE, Ltd., offers:—

SELECTION of engineer checked Rolls-Royce sports saloons, limousines and estate cars; good Rolls-Royce urgently wanted.—54, Bathurst Mews, Place, W.2. Pad. 5667. [C1177]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROLLS-ROYCE

## KNIGHTSBRIDGE offer:—

**1938** Rolls-Royce Phantom III 4-door 4-light sports saloon with bucket seats and without division, black and grey, grey hide interior and pile carpets, 60,000 miles only, later modifications; £785.  
**1934** 20/25 Gurney Nutting Sportsman's saloon, very modern appearance.  
**£485**—1934 20/25 2-door d.h. coupe, very attractive coachwork.  
**£385**—1934 20/25 sedan de ville by Barker, one owner, complete original toolkit.  
**NEW** low h.p. terms to suit you.

## JACK BOND (VINTAGE AUTOS).

**B** RANCHES in London, Hollywood, U.S.A.

**A** LWAYS the finest selection of Rolls with unusual and sporting coachwork, including:—  
**£525**—1934 20/25 Gurney Nutting Sportsman's saloon, very modern appearance.  
**£485**—1934 20/25 2-door d.h. coupe, very attractive coachwork.  
**£385**—1934 20/25 sedan de ville by Barker, one owner, complete original toolkit.  
**NEW** low h.p. terms to suit you.

**A** LL cars serviced by our own Rolls-trained engineers.

**V** INTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 8350. [C4079]

## MASCOT MOTORS, Ltd., offer:—

**1940** Hooper Wraith, black and blue, black leather, radio and heater, 27,000 miles only, beautiful condition throughout, one owner.—35, High Rd., Byfleet 3101. [C1091]  
**1935** series 20/25hp Park Ward saloon with sun roof, black and blue, black leather.  
**237**, Kensal Rd., London, W.10. Ladbroke 1231-2. [C3007]

## SKELLYS OF MOTHERWELL, Ltd.

**1955** (series) Rolls-Royce Silver Dawn, finished in shell grey and Tudor grey, whole car in really unmarked condition.—Skellys of Motherwell, Ltd. Tel. 2351. [8071]

## RUSSELL MOTORS, Ltd., offer:—

**1937** 25/30 Thrupp & Maberly semi-razor edged saloon, really wonderful condition throughout.—47, Sloane St., S.W.1. Sloane 9288. [C3060]

## WESSEX MOTORS, SALISBURY.

**O** FFICIALLY appointed Rolls-Royce and Bentley

**R** OLLS-ROYCE Silver Wraith with Park Ward saloon

**T** EL. Mr. Moules, Salisbury 3275. [C4087]

## DUNCAN HAMILTON &amp; Co., offer:—

**1949** model Rolls-Royce Silver Wraith touring saloon by Hooper, 27,000 miles only, beautiful condition throughout, one owner.—35, High Rd., Byfleet 3101. [C1091]

## WEYBRIDGE AUTOMOBILES offer:—

**1958** (Feb.) Rolls-Royce Silver Cloud saloon, 8.1 compression, shell grey/black pearl, red hide, mileage 9,000; £5,250.

**WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094]**

## R. S. MEAD (SALES), Ltd., offer:—

**1954** Rolls-Royce Silver Dawn, automatic, black pearl/shell grey, maroon leather, 33,000 miles only, really magnificent car; £5,350.

**£3000**—1953 (Aug.) Rolls-Royce Silver Wraith sports saloon by Park Ward, black, grey leather, whole car in exceptional condition, mileage 36,000, one owner.

**£1550**—1948 (Oct.) Rolls-Royce Silver Wraith, fitted magnificent Freestone & Webb touring limousine, maroon, maroon leather, cloth to rear, electric division, electrically operated windows, cocktail cabinet, etc., low mileage 49,000, 6 owners only.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3011]

## DIXONS GARAGE (PUTNEY), Ltd., offer:—

**1938** 25/30 Rolls 4-door saloon by Thrupp and Maberly, Rolls history available, black with fawn leather upholstery, fitted heater a specimen car in first-class condition throughout.—134, West Hill, B.W.15. Putney 0936. [C1075]

## DENHAM MOTORS (EAST MOLESEY), Ltd., offer:—

**1954** Rolls-Royce Silver Dawn, finished in olive green and silver with grey hide interior, low mileage, automatic, radio, heater, etc., absolutely as new, complete Rolls-Royce history; £2,995.—Molesey 5485. [C1945]

## A&amp;S Ltd. Selection of 30hp cars. See under

**L** APE & SAUNDERS, Ltd. (Limousines Purchased), Providence Court, North Audley Street, W.1. Mayfair 2941. [C1006]

**1935** Rolls-Royce 20/25 limousine, face forward occasional seats; £355.  
**1937** Rolls-Royce 25/30 Windover sedan, good history; £495.  
**J** ACQUIR, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043]

**£65**—Phantom I, good runner, good tyres, ideal conversion to tourer.—C. Arnold, 8, Homestead Way, Northampton. [9381]

**1949** Rolls-Royce Silver Wraith sports saloon.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. [C1010]

**S** EPT, 1956 Rolls-Royce Silver Cloud 12,000 miles only, absolutely as new.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046 [C1121]

## ROLLS-ROYCE

**H** EARSE. We are building deck and tearers on the 25/30 h.p. chassis; inspection invited.

**A** LPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kent Gardens, Richmond 1161. [C1102]

**H** R. OWEN, Ltd., official Rolls-Royce retailers, offer from their large selection of used Rolls-Royce and Bentley cars:—

**1958** Silver Cloud saloon, P.A.S., 8 to 1 compression, shell grey and black pearl with red hide, 2,179 miles; £5,550.

**1957** Silver Cloud saloon, P.A.S., black with brown hide, 16,936 miles; £4,950.

**1956** Silver Cloud saloon, velvet green with tan hide, 22,705 miles; £4,200.

**1955** Silver Dawn saloon, green with grey hide, 39,121 miles; £3,150.

**1955** Silver Wraith touring limousine by James Young, black with beige hide, 40,665 miles; £4,850.

**17**, Berkeley St., London, W.1. Mayfair 9060. [C4133]

**1934** Rolls-Royce 20/25 Park Ward owner-driver 4-light saloon, black; £275, genuine, private sale.—Tel. Newdigate (Surrey) 236. [9355]

**1950** (June) Rolls-Royce Silver Wraith 4-door James Young saloon, finished dark green, tan hide interior, recent overhaul; £234; price £1,900.

**A** E. HAYTER & SONS (PORCHES), Ltd., London Rd., Hilsa, Portsmouth. Tel. 60310. [8713]

**1937** Rolls-Royce Phantom III sedan de ville by Gurney Nutting; £695.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4873-4. [C2110]

**1935** Rolls-Royce 20/25 small 4-light owner driver saloon in black, sun roof, rear boot, very fine specimen; £445.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Hampstead 3430. [C1150]

**1936** 20/25 Mulliner, owner driver, black/blue hide, new tyres, excellent condition; £435.—Central Basingstoke Motors, Ltd., Brook St., Basingstoke, 2468. [C1157]

**1949** Wraith Park Ward saloon for disposal privately, black, 53,000, scrupulously maintained, £1,600; inspection London or at Sand, Sidbury, Devon. [9245]

**1949** Silver Wraith (James Young), black, one owner, chauffeur kept; £1,500; part exchange welcomed.—Luxcars (Cowley), Ltd., 217, Cowley Rd., Oxford. Tel. 3382. [9469]

**E** DWARDS & CO. (COACHBUILDERS), Ltd., Bourne-mouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [0506]

**1938** Rolls-Royce 25/30 razor-edge sports saloon by H. J. Mulliner, finished in midnight blue with blue hide upholstery, fitted sliding roof, heater and every conceivable extra, immaculate, a superb example; £650.

**T** HOMPSON-DOXEY, Ltd., 109-139, Eastbank St., Southampton. Tel. 56934-5-6. [C4120]

**1938** Rolls 25/30 four-light saloon in black with brown leather interior, flush boot, nicely appointed, rare opportunity; £525.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Tel. Hampstead 3430. [C1150/1]

**DEC** 1956 Rolls-Royce Silver Cloud, automatic transmission, total mileage since new under 12,000 and in immaculate condition throughout, 2-tone green with green trim; accept £4,400; a real bargain, can be seen by appointment.—Jones Bros., Bala, N. Wales. [9215]

**A** MOST beautiful Rolls-Royce Phantom II 4-door sedan saloon, in black, by H. J. Mulliner, disappearing face-forward occasion, and division hide interior to front seats, Bedford cord to rear, real specimen condition throughout, excellent tyres; £395.

**J** AMES TAYLOR AUTOMOBILES, Bentley House, Findon Rd., Worthing, Sussex. Findon 3022. [C4027]

**1951** Rolls-Royce Silver Wraith James Young 4-door sports saloon, black with light blue interior, 67,000 miles, full history, radio, heater, spot lamp, tyres as new; tax paid to year end; £1,675.—Thomas Parish & Sons, Ltd., 52-62, Corporation St., Preston, Lancs. [9352]

**C** ASS'S MOTOR MART offer the following guaranteed Rolls-Royce cars serviced and conditioned, with maker's history, 1 20/25 limousine, 1 1937 25/30 saloons, 2 1935 25/30 touring saloons, 1 1939 series PIII touring saloon, from £550.—5, Warren St., W.1. Euston 4110. [C1040]

**1938** Rolls 25/30 7-passenger limousine by Thrupp & Maberly, face forward meeting seats, privately owned, any examination, £475; also 1936 25/30 7-passenger limousine by Mulliner; £365; terms, exchanges.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3054]

**19835** miles only—fantastic but true.—1939 Rolls-Royce 30hp. Wraith limousine with Hooper seven-seater body, electrically operated disappearing division, full width face forward occasional seats and swept tail, this amazing vehicle has had only one lady owner since new and was stored all through the war years and its total mileage is more in keeping with a 1956 or 1957 motor car, privately taxed of course and with the original makers cellulose completely devoid of even the slightest blemish this car does make the majority of 1958 cars look shabby by comparison, the interior is immaculate, especially the rear compartment which looks as though it has never been used, all polished woodwork, door panelling and fascia is unmarked; the original carpets look like new and anyone who sees and tries the car, no matter how critical they may be, will appreciate our enthusiasm for this magnificent example of the "finest car in the world."

**C** AMDEN MOTORS, The Limousine Specialists, Leighton Buzzard 2041. Write for special hire car catalogue and illustrated brochure: open until 8 p.m.; open Sundays 10 a.m. to 4 p.m.; unrestricted hire purchase terms, exchanges; 450 other cars available. [C1035]

## ROLLS-ROYCE

**1950** Rolls-Royce Silver Wraith razor-edged sports saloon (without division) by H. J. Mulliner, this car has done 47,000 miles from new and has recently been fitted with a new full-flow engine, a complete Rolls history to date is available, one owner and an absolutely genuine and beautiful car; price £2,000.—Mesa, 3482.

**1937** (September) 25 30hp Rolls-Royce Sportsmans sunshine roof saloon, 4-door by Cockshuts, this is a genuine one-owner, low-mileage car (guaranteed 55,000 miles from new), the bodywork of this car is absolutely unmarked and has a large rear boot with very beautiful lines, finished in unblemished two-tone grey, fitted with H.M.V. push-button radio, heater, demisters, twin chrome pass lamps, large centre spot lamp, chrome exterior mirrors, screen washers, fire extinguishers, spare inspection lamp that plugs into socket on dash panel, Link mats full, complete and just as supplied by makers, tool kit and instruction books, the appearance of this car can only be described as immaculate, the interior is upholstered in beautiful real hide in rich green with the original carpets to match all of which are just like new, mechanically this car is faultless and is absolutely silent as only a Rolls-Royce can be, the bodywork is all aluminium and obviously cannot rust, this car is in better condition than most 1958 cars, we guarantee this car for six months, no overseas enquiries please; £800.

**M** AIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457. [C3000]

## Rolls-Royce Cars Wanted

**C** ASS'S MOTOR MART require good Rolls-Royce cars.—5, Warren St., W.1. Euston 4110. [W1040]

**P** RE-1938 drop head coupe, Rolls-Royce, required by private purchaser.—Box 2558. [8345]

**D** UNCAN HAMILTON & Co. urgently require post-war Rolls-Royces.—35, High Rd., Byfleet 3101. [W1091]

**A** LPE & SAUNDERS, Ltd., require Rolls-Royce limousines. Good prices for cars in above average condition. Ltd., Providence Court, North Audley Street (Near Selfridges), Mayfair 2941. [W1006]

**R** OWLAND SMITH'S, the Rolls-Royce buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

**W** ANTED urgently, 20/25 and 25/30, best prices paid, exchanges.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Hampstead 3430. [W1150]

**G** EORGE NEWMAN & Co. purchase for cash post-war Rolls-Royce cars.—569, Euston Rd., London, N.W.1. Eus. 4466 (12 lines). [W3023]

**M** ASCOT MOTORS, Ltd., offer best prices for Rolls-Royce cars.—237, Kensal Rd., London, W.10. Ladbroke 1231-2. [W3007]

**7** -PASSENGER Wraith also 1947/1954 Silver Wraith limousines required.—Details please: Jack Alpe, 50, Marylebone High St., W.1. Welbeck 1124. [W1103]

**J** ACK COMPTON, Ltd., require to purchase pre-war Rolls-Royce cars.—50, High St., West Norwood, London, S.E.27. Gipsy Hill 3265. [W1191]

**R** OLLS-ROYCE wanted by enthusiast, pre-1938, vintage acceptable, any distance.—154, Lancing Rd., Orpington. Tel. 22433. [W1163]

**F** IRT-CLASS post-war Rolls-Royce (either standard or special coachwork) urgently required to fill definite enquiry; attractive price offered for suitable car.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

## Rolls-Royce Spares and Service

**J** ACK BARCLAY (SERVICE), Ltd. See page 133. [S1082/R]

**C** HARLES FOLLETT, Ltd., officially appointed repairers—spare parts, etc.

**B** ARNSDALE Yard off Elgin Ave., W.9. Cunnings-ham 5936-7-8. [10614/R]

**J** ACK COMPTON, Ltd., the Rolls-Royce specialists, personal service.—50, High St., West Norwood, London, S.E.27. Gipsy Hill 3265. [S1191]

**A** L spares new and second-hand, for all pre-war Rolls-Royce cars; all repairs and service.—Compton, 69, Westow St., Crystal Palace, S.E.19. Lav. 3562. [10064/R]

## ROVER 10, 12, 14, 16, 20

**W** ARWICK WRIGHT, Ltd., offer:—

**1948** Rover 16 saloon, black, red upholstery; £2e5.

**W** ARWICK WRIGHT, Ltd., 395, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

**1937** 12 D.H.C., excellent condition; £200.—Edm. 4765 (day); Lub. 3613 (evenings). [9444]

**1946** Rover 12 saloon, above average; £250.—Barnes 315, Finchley Rd., N.W.3. Ham. 2221. [C1142]

## Rover 10, 12, 14, 16, 20 Wanted

**R** OWLAND SMITH'S, the Rover buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

## ROVER 60

**H** ENLYS, Ltd.

**W** E have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. [0467 R]

**T** OM GARNER, Ltd., offer:—

**1958** series Rover 60 sln., grey, htr., 4,000; £1,155.

**T** OM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6-7. [C2020]

**1955** (March) Rover 60, black, tan leather, heater, etc., one main owner, taxed; £795.

**T** HE BLACK HORSE GARAGE, 174-176, Sheep Rd., Richmond 6441. [C1116]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROVER 60

1957 Rover 60, one owner, low mileage, excellent; £1,050.—Robbins, East Putney. Tel. 7681. (C3010)

1957 Rover 60, in perfect condition, mileage 24,000; £900.—296, Robin Hood Lane, Birmingham. 23. (C3042)

1958 Rover 60 saloon, grey, red upholstery, one owner; £1,095.—L. F. Dove, Woking. Tel. 1282. (C3053)

## ROVER 60 Wanted

PRIVATE cash buyer requires immaculate, low mileage late Rover 60—295, Kings Drive, Eastbourne, Hampden Park 3375. (C3047)

ROWLAND SMITH'S, the Rover 60 buyers' highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. (W4018 R)

IMMACULATE Rover 60 saloon required for definite enquiry.—H. F. Edwards, 25-34, Upper High St., Epsom, Surrey. Epsom 5611. (W2001)

## ROVER 75

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. (C4068 R)

RAYMOND WAY offers:—

1950 Rover 75, in black with grey interior, formerly owned by company director who has maintained the car with infinite care, coachwork in brilliant condition. H.R. 3799s. (C3043)

300 first-class cars to choose from.—Raymond Way Motors, Kilburn, N.W.6. Maida Vale 6044. (C3273)

SWANMORE GARAGE offers:—

1956 Rover 75 de luxe saloon, grey with red leather interior, one very careful owner since new, looks and runs like a new car; £925. (C3043)

1176—80 Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 4334-5. (C4024)

H. BEART & Co., Ltd. offer:—

1953 Rover 75, black with brown hide, superbly maintained by only one owner; £635.—102, London Rd. and High St., Kingston-on-Thames, Kingston 3348. (C1061)

HENLYS offer with 4 months' guarantee:—

1957 Rover 75 saloon, one owner, duogrey with red interior; £1,135. (C3043)

HENLYS, Ltd., Healey Corner, North Circular Rd., N.W.11. Finchley 0061/762. (C3027)

1955 Rover 75, 20,000 miles; £850.—Circus Garage (Brighton), Ltd. Tel. 27045/29545. (C1147)

1955 Rover 75, radio, heater, excellent condition; £825. (C3043)

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London. N.W.3. Hampstead 5676/7779. (C4016)

TOM ALLERY AUTOMOBILES—1955 Rover 75, T. mileage, one owner, immaculate car; £825.—48, Hill Rd., Wimbledon 3648. (C1131)

1955 Rover 75, radio and heater, very carefully used; £865.—John Campbell Motors, Ltd., 415, Holloway Rd., N.7. London 4441/6666. (C1036)

1953 Rover 75 saloon, black green interior, 40,000 miles, well serviced and maintained, 2 private owners, original; £595.—Fremantle 1619. (C3059)

1954 Rover 75, grey, radio, screen washers, heater, spotlight, good tyres, excellent condition; 6799s. Tel. Wallington 9155. (C3043)

1952 Rover 75, heater, radio, small mileage, excellent throughout; £535.—Sargeant & Collins, Bromley, Imperial 2242. (C3068)

HATTON, Birmingham—1954 75, green, low mileage; £735; exchanges and terms.—Hartton Motors, Ltd., 71, Broad St., Birmingham. Tel. Midland 2097. (C2097)

1956 Rover 75 saloon, one careful owner, 18,000 miles, black red interior, immaculate condition; £975.—Wheeler's (Newbury), Ltd., The Broadway, Newbury 1020. (C4123)

AZ MOTORS offer 1953 Rover 75 saloon, beautiful order; exceptional value; £575! Also 1948 sports saloon; £350.—Palmerston Rd., N.W.6. Mel. 4723. (C1011)

ROVER 75, Nov. '52, green, one owner only, 42,000 miles, superb condition, garage maintained, many extras; £545.—Three Trees, Farwell Rd., Sidcup. Tel. 5401. (T9180)

1958 Rover 75 saloon, black with red leather, 5,000 miles only, fitted H.M.V. radio, one owner car in unmarked condition; £1,295.—Harold Hamblin (Cars), Ltd., Basingstoke, Tel. 19. (C3043)

£529!!!—1951 Rover 75 de luxe saloon, not the usual worn out model but a beauty, just like a Rover should be, spotless throughout; drive this you must buy it; choice also 1948, 1950 and 1954 models. (C3043)

LAMBS OF WOOD GREEN (Established 1897)—100 cars; written guarantee; exchanges; easiest terms.—421-423, High Rd., Finchley. Finchley 6222. (C2032)

£495—1951 75 saloon, property of professional engineer, maintained by Rover Motor Co., very superior example; A.A. or R.A.C. inspection invited; terms to suit and exchanges.—Coachcraft, Epsom Rd., Evesham. Tel. 2773. (C1053)

1953 Rover 75 P4 saloon, pastel grey with red hide, an unusually fine specimen for its year, thoroughly sound mechanical order and fitted 8 almost new tyres, brakes just relined, engine decoked, serviced and tuned; £650. (C3043)

450 other cars available; write for fully descriptive priced catalogue. (C1035)

CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; open Sundays 10 a.m. to 1 p.m.; unrestricted hire purchase terms; exchanges. (C1035)

6959s.—Rover 75 1954 P4 de luxe saloon, leather, heater, screen washers, the Rimmelishers, one owner, exceptional; written guarantee; choice of 3 terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 5041. (C4013)

Rover 75 Wanted  
Rover 75 wanted, 1955 onwards, low mileage—92, Pirbright Rd., Southfields, S.W.18. (W3149)

ROWLAND SMITH'S, the Rover 75 buyers' highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. (W4018 R)

HAVE you a small mileage Rover 75 for sale? If so, we urgently need one, and would appreciate details.—H. F. Edwards, 25-34, Upper High St., Epsom, Surrey. Epsom 5611. (W2001)

## ROVER 90

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. (C4070 R)

JACK SMITH offers:—

1955 Rover 90, duo grey/red, 19,000 miles, one owner, excellent condition; £815.—25, Bruton Place, Berkeley Sq., London, W.1. Mayfair 0561. (C4082)

H. BEART & Co., Ltd. offer:—

1956 Rover 90 saloon, finished in green with green interior, carefully maintained by one owner; £1,025.—102, London Rd. and High St., Kingston-on-Thames, Kingston 3348. (C1061)

PHILIP RICKARDS, Ltd. offer:—

1954 Rover 90 saloon, black, 25,000 miles only, one owner, superb condition; £775; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 7772-3. (C3051)

CLARKE & SIMPSON, Ltd. offer:—

1955 Rover 90 saloon, black, green leather, 3.9 axle, sun roof, seat covers, fog lamp, a one owner car, in original and immaculate condition; £845.—49, Sloane Sq., S.W.1. Tel. Sloane 0436. (C1048)

WARWICK WRIGHT, Ltd. offer:—

1956 Rover 90 (overdrive) saloon, black, red upholstery, heater, 29,000 miles; £995; red in white similar mileage. (C1048)

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. (C4045)

GUY SALMON AUTOMOBILES offer:—

1954 Rover 90 saloon, 2-tone green, green hide, genuine 26,000 miles, radio, one owner, highly recommended; £795.—Portsmouth Rd., Thames Ditton, Emberley 5551-2-3. (C4001)

COOMBS & SONS (GUILDFORD), Ltd.

ROVER 90 saloon, finished in dark grey with red interior, fitted with a fog lamp and radiator muff, 1955 model, 28,000 miles only, one owner, very fine condition, complete set of new tyres fitted recently; £1,295. (C1057)

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey, Guildford 62907. (C1057)

COOMBS & SONS (GUILDFORD), Ltd.

ROVER 90 saloon, black with red interior, fitted with heater and Ace Rimmelishers, etc., serviced and maintained in our works, spotless coachwork, excellent mechanical order; 1955 model which has only covered about 30,000 miles; £975. (C1057)

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey, Guildford 62907. (C1057)

GLANFIELD LAWRENCE, Ltd. offer:—

1955 Rover 90 grey, blue leather, exceptional throughout; £855.—407 High Rd., Finchley 0091. (C2053)

GORDON & GLYNN (Jack Fairman), offer:—

1959 Rover 90 saloon, finished in duo grey, a one owner car with a genuine mileage of only 4,000; offered as a virtually new car at £1,595.—Gordon & Glynn, 79, Cadogan Lane, Sloane St., S.W.1, Sloane 8326/4017. (C2075)

KDM & CHERRINGTON, Ltd., offer:—

1957 (registered Nov. '56) Rover 90, French grey, blue leather, bucket seats, one owner, 28,000 miles; £1,025.—9, Albenmarie St., W.1. Grosvenor 5551. (C2054)

THE CATERHAM MOTOR CO., Ltd., offers:—

1955 model Rover 90 saloon, black with tan interior, heater, etc., 23,000 miles, immaculate condition; £850. (C2922)

THE CATERHAM MOTOR CO., Ltd., Caterham 4242. (C2922)

(Aug.) Rover 90 saloon, duo grey; £825. (C2922)

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. (C3023)

1955 Rover 90, green, heater; £850.—Isleworth 5252. (C4106)

1957 Rover 90 de luxe saloon, finished grey red, one private owner, low mileage. (C3043)

GROSVENOR MOTORS, Ltd., Rhyll, N. Wales, 1880. (C3043)

1955 Rover 90, radio; £740.—Farnham Motor Co., Downing St., Farnham, Surrey, Tel. 4873-4. (C2110)

1955 Rover 90, radio, in outstanding condition throughout; £625.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. (C1121)

1957 model Rover 90, duo grey red, overdrive, one owner; £1,125.—Dobson, Ltd., Rover agents, Tel. Staines 801. (C1074)

1954 Rover 90, 17,000, taxed, long periods laid up, beautiful condition as new; £690.—Sq. Ldr. Taylor, R.A.F. Chessington, Surrey. (C264)

1955 Rover 90, green, radio, nominal mileage; £550.—Wray Park Garage, Ltd., Reigate, Tel. 2263. (C3043)

1957 model (reg. 1956) 90, green, green hide, £1,125; another 1954, £725; both 3 months' guarantee. (C2036)

JARVIS SONS, Ltd., Morris House, Morven Rd., S.W.15. Lib. 2221. (C2036)

## ROVER 90

1957 (December '56) Rover 90 saloon, black, red leather, overdrive, radio, heater, etc., 17,000 miles only; £1,125. (C3043)

JACQUIER, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. (C3043)

1958 Rover 90 with overdrive, total mileage since new 300, £1,340; part exchanges welcomed; self financed hire purchase. (C3043)

EPPS BROS., Green St. Green Tel. Farnborough (Kent) 55551. (C3043)

1954 Rover 90 saloon, black with red leather, fitted heater, wing mirrors, etc., outstanding condition throughout; £725. (C3043)

McLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6506-8. (C3043)

ROVER 90, licensed new March 1959, mileage under 200, smoke grey, red leather, undersealed ready for road, completely as new; offers.—Box 2844. (C3043)

ONE owner, 1956 Rover 90 saloon, 2-tone grey with grey leather upholstery, heater, radio, clock, screen washer, pass light, white wall tyres, must be seen to be appreciated. (C3043)

ONE owner, 1956 Rover 90 saloon, 2-tone grey with grey leather upholstery, heater, radio, clock, screen washer, reversing light and pass light, thoroughly recommended. (C3043)

W. RITTS, guarantees, terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom, Tel. 5611. (C2001)

1956 Rover 90, black with red interior, H.M.V. radio, heater, chauffeur driven, exceptional condition; £975.—Godfrey Davis, Ltd., Newdon Lane, N.W.10. Dollis Hill 8090. (C2130)

1954 (June) Rover 90 saloon, green, green leather, Ace Rimmelishers, etc., specimen car; £695. (C2109)

Gibson's Sports Cars, Lyndhurst Rd., Christchurch, Hants, Tel. Highcliffe 2275. (C2109)

!!! 1954 (September) Rover 90, radio, heater, screen washers, wing mirrors, one owner, 32,000, taxed December, superb; £725.—Bruce France, 6, Queens Elm Square, Chelsea, S.W.3. Flaxman 0513. (C2096)

1954 Rover 90 saloon, duo grey, centre gear change, heater, etc., outstanding example; £725, terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerston St., S.W.1. Belgrave 3711. (C3045)

1956 Rover 90 saloon in dark green with matching hide interior, one owner since new, all services and maintenance carried out by well-known Rover agents, immaculate throughout, very modest mileage and in wonderful mechanical condition; £845. (C3045)

450 other cars available; write for fully descriptive priced catalogue. (C1035)

CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; open Sundays 10 a.m. to 1 p.m.; unrestricted hire purchase terms; exchanges. (C1035)

1955 Rover 90 saloon, black with fawn interior, extras: loose covers, radio, heater, screen clean, fog lamp, wing mirrors, one owner, tyres in very good condition, exceptional value, taxed for year; £865.—John Claydon, Ltd., East Horley, Surrey, Tel. 400. (C1175)

ROVER 90, finished in green, green interior, one owner, 10,000 miles from new, fittings include overdrive, radio, heater, de-misters, screen washers; taxed until end of year; this is a most outstanding vehicle and cannot be distinguished from new; a wonderful opportunity to purchase at much below list price; £1,175.—Hounslow Broadway Motors, Broadway Corner, Hanworth Rd., Hounslow. Hou. 0175/6205. (C1113)

## Rover 90 Wanted

ROVER 90 saloon required, nearly new.—Greenways, 31, Alfred Rd., Winchester. (W4069)

XXX Excellent cash price offered for good Rover 90.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (W2002)

GEORGE NEWMAN & Co. require for cash low mileage Rover 90 cars—369, Euston Rd., London, N.W.1. Eus. 4466 (12 lines). (W3022)

ROWLAND SMITH'S, the Rover 90 buyers' highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. (W4018 R)

## ROVER 105

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. (C4072 R)

HALLS.

1958 (March) Rover 105R saloon, automatic gear box, black/red leather, one owner, Motorola radio, excellent condition; £1,225. (C3078)

886 N.12. Hillside 1044. (C3078)

JACK SMITH offers:—

1958 Rover 105S, black tan, radio, outstanding condition; £1,285.—23 Bruton Place, Berkeley Sq., London, W.1. Ma'fair 0661. (C4093)

H. A. SAUNDERS, Ltd.

1957 Rover 105R saloon, grey, red upholstery, recorded mileage 15,737, heater, radio; £1,245. (C2110)

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C3092)

WARWICK WRIGHT, Ltd. offer:—

1957 Rover 105R saloon, green, green upholstery, radio and heater, 13,000 miles; £1,245. (C4045)

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. (C4045)

HENLYS offer with 4 months' guarantee:—

1957 Rover 105S saloon, one owner, black with red interior; £1,295. (C3043)

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. (C3043)

1959 105, unregistered, black red, divided seats, overdrive, list price—Harris-Mayes & Co. Watford 24026. (C3043)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROVER 105

1957 (September) Rover 105R automatic, one owner, outstanding condition; £1,185. SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1959 Rover 105, all extras, 2,000 miles; £1,600.—Maurice J. Bevins, Petersfinger, Salisbury, Tel. 4805. [9247]

1957 105R de luxe saloon, heater, radio, immaculate; £1,150.—Bridge Motors, Leatherhead [C1136]

1958 105R de luxe, sage green, 4,000 miles, immaculate; £1,395.—Dobson, Ltd., Rover agents, Tel. Staines 801. [C1074]

1959 series 105 saloon in dual-tone blue and grey with blue leather upholstery, 3,800 miles only, as new; £1,495. KJ MOTORS, Ltd., Widmore Rd., Bromley, Ravensbourne 3456. [9606]

1957 105R saloon in ivory with red leather, fitted de luxe radio and other extras, a one-owner car in exceptional condition; only £1,185. KJ MOTORS, Ltd., Widmore Rd., Bromley, Ravensbourne 3456. [9611]

1957 Rover 105S saloon, black with red upholstery, heater, overdrive, one owner, 8,000 miles, 4 months' guarantee; £1,550. UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [9367]

1958 Rover 105R de luxe, mileage since new 3,500, £1,295; part exchanges welcomed; self financed hire purchase; only £1,185. EPPS BROS., Green St. Green. Tel. Farnborough (Kent) 55551. [9393]

1958 Rover 105S saloon, o/d., unquestionable condition; ex-hat, Wessex Motors, St. Cno Rd., Winchester. Tel. 5555, Mr. Ingoldby. [C4087]

1958 (June) Rover 105S, duo grey, dove grey/smoke grey with grey upholstery, 3,800 miles from new; £1,445. J. J. HUGHES, Ltd., The Highway, Beaconsfield M.64. [9464]

1957 (registered April) Rover 105R saloon, black with red upholstery, automatic gear box, recorded mileage 11,000, £1,175. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 6371. [C4005]

ROVER 105R de luxe saloon, grey, red upholstery, fitted radio, 11,000 miles only, one meticulous owner; £1,195.—Campbell Symonds, Arnold 2246. [C1037]

1958 (March) Rover 105R, 7,826 miles only, in grey, one older and very careful owner, quite as new and showing a terrific saving at £1,395.—Jennings, Richmond 3589. [C3103]

3-litre Rover, dove grey with red leather, 600 miles only, taxed year, absolutely as new; £1,760.—Murkett Bros., Ltd., Huntingdon Rd., Cambridge. [9426]

ROVER 105R automatic, 1958 model, grey, excellent condition throughout; £1,065.—Merton Motors, Wythall Garage, Wythall, near Birmingham. Wythall 3130. [9370]

1957 (March) Rover 105R saloon de luxe, black with red upholstery, total mileage, 23,600, H.M.V. radio, condition as new; £1,100.—W. P. Maldens, Sleaford, Lincs. Tel. 135. [T9176]

1958 Rover 105S, suede green, grey hide, one owner, 13,000 miles, true Rover condition.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bayswater 4274; and Truscott's Corner, Chestow Place, Westbourne Grove, W.2. Bayswater 1861. [C4035]

ROVER 60, 75, 90 and 105 Wanted. NEARLY new or small mileage Rover 60, 75, 90 and 105 wanted for cash or part exchange.—Green Zonis, Ltd., 245-252, Deansgate, Manchester 2. Tel. Deansgate 3325-6. [W2026]

## LAND-ROVER

EVANS (WIMBLEDON), Ltd., offer a selection of high grade used Land-Rovers with a 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-5. [0195/R]

SOUTHAMPTON.—Land-Rover distributor specialists, used selection always available.—South Western Garage, Tel. 22313. [0482/R]

1958 Land-Rover 88in WB, with hard top, green/cream, one owner, excellent condition throughout; £545.—Caffyns, Ltd., Sleaford. Tel. 2284. [9298]

1955 model Land-Rover long wheelbase pick-up, one owner; £325.—Michael Christie Motors, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. [C1094]

1955 Land-Rover de luxe fixed head, one owner since new, in excellent condition.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

1955 Land-Rover, fully equipped, £345; another, £235; both in excellent condition.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492. [C3125]

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, have all new models for immediate delivery; also used Land-Rovers with 6 months' guarantee; write for further details; distance no object.—South Woodford, London, E.18. Wanstead 6644. [C2039]

1959 Land-Rover, mileage 1,300 only, fully equipped with Motorola radio, heater, tailored floor mats, twin wipers, triple spotlamps, reversing lamp, exterior mirrors, chrome trafficators, twin horns, extra large rear window, etc., etc., licensed year, cost approx. £255 2 months ago; accept £635. BELLE Vue GARAGE, Whiteside Drive, Blackpool. Tel. 25502. [9408]

EASTERN AUTOMOBILES, Ltd., offer immediate delivery of all types of series II Land-Rovers from their large comprehensive stock; guaranteed used Land-Rovers also always in stock; sales backed by full comprehensive stores and service in Essex and Hertfordshire; demonstration vehicles always available. Tel. Chelmsford 3191 (London Rd., Chelmsford main depot); Leighton-on-Sea 71271-2 (1163-7; London Rd., Leigh-on-Sea); or Bishop's Stortford 2266-7 (123, South St., Bishop's Stortford). [8652]

## Land-Rover Cars Wanted

ROWLAND SMITH'S, the Land-Rover buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

HARVEY HUDSON, Ltd.—Land-Rovers wanted for cash or in exchange for any other make of vehicle.—South Woodford, London, E.18. Wanstead 6644. [W2039]

## ROVER MISCELLANEOUS

HENLYS, Ltd. ENGLAND'S largest Rover distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.) ALWAYS a large selection of Rovers to choose from.

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER (Blackfriars 7945).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081)

NORTH FINCHLEY (Hillside 6666).

PARKWAY, Regent's Park N.W.1. (Gulliver 5721.)

CAMDEN TOWN Service Station. (Gulliver 4141.) [0029/R]

BEARDS OF KINGSTON, Rover specialists, sales, spares, repairs. 102, London Rd., Kingston. Kingston 3348. [0080/R]

SOUTHAMPTON.—Rover distributor specialists, selection goods used Rovers always available.—South Western Garage, Tel. 22313. [0483/R]

ROVER Miscellaneous Cars Wanted. ROWLAND SMITH'S, the Rover buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

ROVER Spares and Service. KJ MOTORS, Ltd., S.E. England's leading Rover parts stockists.—Bromley, Ravensbourne 3456. [0968/R]

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R]

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R]

DRY'S GARAGES, Ltd., Rover dealers since 1935, latest models always in stock, spares, service.—Kenton Rd., Kenton, Middx. Wor. 1102. [0993/R]

DAVID ROSEFIELD, Ltd., Rover distributors, Lancashire and Cheshire; very large spares stocks available.—Chesham Hill Rd., Manchester, 8, Tel. Blackfriars 2302. [0556/R]

SCOOTACAR. for all miniature cars, new and used.—56, Goldsworth Rd., Woking 5235. [C3156]

MPHW. SIMCA. ANTHONY CROOK, Simca distributors, consult us at once for a new or used Simca now that the Budget uncertainty is over.—The Roundabout, Heronham (Tel. Walton-on-Thames 687). 20 minutes Waterloo. [C1063]

HUXFORD & SON, Ltd. SIMCA. Simca Elysée saloon, high compression head, floor change, special exhaust, a car for the enthusiast; also, contact us for your new Simca.—Cosham 70222/3. Simca distributors and enthusiasts. [C1217]

1956 Simca Elysée; £595

JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111]

BLACK & WHITE GARAGES. THE Midlands' leading specialists for Simca cars, all models including Simca Vedette; full range now on show, spares, repairs, accessories, trained mechanics; guaranteed used Simcas often available.

BLACK & WHITE GARAGES.—Tel. 351 and 251 Harvington, Evesham. Part exchanges, hire purchase, insurances. Open all week-ends. [0035]

J. DAVY, Ltd., Simca distributors. Elysée, one owner, radio, 16,000 miles, comprehensive guarantee; £725.

1958 180—184, Kensington High St., W.8. Western 7181. 68, North Row, Marble Arch, W.1. Hyde 2311. [C0669]

HARRY DAVIS CAR SALES, Ltd., offer:—

1956 Simca Regency saloon, in superb condition, with every conceivable two-tone tan and black lights, wheel discs, red blind, wing mirrors, Town and Country, dual horns; this immaculate Continental saloon is a joy to behold with all the qualities of comfort and elegance; £695; terms, part exchanges welcomed.—Elgar 2707, 128-132, Manor Park Rd., Harlesden, N.W.10. [9369]

£625—1957 Simca Aronde Elysée 300, heater, excellent condition.—Tel. Camberley 1033. [9552]

1958 Simca Elysée saloon, quite a new car; exchanges.—Wessex Motors, St. Cross Rd., Winchester. Tel. 5555, Mr. Ingoldby. [C4087]

1958 Simca Elysée saloon, a low-mileage, one-owner car in first-class condition.—Mr. Fairclough, Wessex Motors, New St., Salisbury. Tel. 3275. [C4087/1]

## SIMCA

1958 Simca Aronde 1300 saloon, Elizabeth blue, only 5,000 miles and the perfect car for the enthusiast, safe and comfortable motoring; £715.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2006]

SHRUBBERY GARAGES, Upper Church Rd., Weston-super-Mare. Tel. 1080; Simca distributors for Bristol, Bath and West Country; new and used Simcas; service and spares. [5162]

## Simca Cars Wanted

1955 and later models urgently wanted.—35, Kington St., S.W.1. Belgravia 5711 [W3045]

SALOON or estate.—Fraser, 27, Platts Lane, N.W.3. Ham. 4712 after 5 p.m. [9223]

## SINGER

G. S. HALL, Ltd., offer:—

£50 reduction, Gazelle convertible Mark IIA, white, pippin red flash, red trim and hood, new and unregistered; immediate delivery.—302-306, King St., W.6. Riverside 2831. [C2150]

PEERLESS MOTORS offer:—

1957 Singer Gazelle, blue, radio, washers, etc.; £795.—Bath Rd., Slough. Tel. 25121. [9566]

SILVERTHORNE MOTORS, Ltd. 1958 Gazelle, overdrive, radio, heater, 7,000 miles only, green ivory, one owner, as brand new; £845.—11, Fitzroy Sq., W.1. Euston 7811. [C4011]

WARWICK WRIGHT, Ltd., offer:—

1956 Singer Hunter de luxe saloon, green, heater; £595.

WARWICK WRIGHT, Ltd., 395, Edgware Rd., N.W.2. Gladstone 041. [C4137]

WARWICK WRIGHT, Ltd., offer:—

1958 Singer Gazelle Series III (overdrive) saloon, blue and white, grey upholstery, heater, 7,000 miles; £875.

1957 Singer Gazelle Series I convertible, red and grey, red upholstery; £765.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

ENGINES RECONDITIONED, Ltd., offer:—

1956 Singer Hunter saloon, one owner, low mileage; £495.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070]

HENLYS offer with 4 months' guarantee:—

1957 Singer Gazelle saloon, heater, blue and grey with red interior; £755.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [9535]

THE CATERHAM MOTOR Co., Ltd., offers:—

1958 Singer Gazelle estate car, charcoal/grey, heater, immaculate condition; £875.

THE CATERHAM MOTOR Co., Ltd., Caterham 4242. [9291]

SINGER 1500, 1952, green, heater, taxed year, good condition; £340.—Streatham, Car 2954. [19471]

1958 (June) Singer Gazelle estate car, blue/grey, 7,000 miles; £895.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023]

1958 Gazelle Mark IIA saloon, heater, various other extras, very low mileage, as new; £785.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

AZ MOTORS offer 1952 1500 saloon, radio, heater, one owner since new; £345.—Palmerston Rd., N.W.6. Marl. 4725. [C1011]

BUNTINGS MOTOR EXCHANGE for new and used Singer cars.—Bunnersfield Lane, Harrow, Ham. 6225-6. [0048/R]

£725—1957 Gazelle, one owner, 11,574 miles, blue/grey.—Oxford, 97, George St., W.1. Wel. 6899. [C3115]

1956 (June) Singer Hunter de luxe saloon, low mileage, one owner, radio, wheel trims, screen washer, etc., as new; £565.

WOODSCOTE MOTORS, Ltd., Pembury, Kent. Tel. Pembury 130. [9572]

1958 Singer Gazelle convertible, blue/grey, full tonneau cover, wing mirrors; £895.—A. Owen (Hendon), Ltd., The Hyde, Hendon, W.9. Colindale 5185. [C3056]

GAZELLE saloon, 1957, duo tone blue and grey, heater, bucket seats, one owner, perfect throughout; £695.—West London Motors, 205-220, Fulham Palace Rd., W.6. Fulham 0086. [C4095]

1957 Singer Gazelle saloon, grey with red upholstery, heater, one owner, 11,000 miles; £735.—Harwood's Garage, Fulbourn. Tel. Fulbourn 2401-5. [C2149]

WM—1957 Singer Gazelle saloon, duo grey, one owner, mileage 22,000; £695.—Welbeck Motors, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station), Welbeck 1139. [C4049]

8240 miles.—1955 Singer Gazelle saloon in duo-tone grey and blue with red upholstery, quite indistinguishable from brand new, very carefully run in; £795.

A Hunter de luxe saloon at £545; in similarly immaculate condition.

450 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 5 p.m.; open Sundays 10 a.m. to 1 p.m.; unrestricted hire purchase terms, exchanges [C1035]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SINGER

**295** gns.—Singer 1500 1953 export model 4AD 2/4-seater l.h.d. sports roadster, blue, screen washers, glass side-screens, excellent condition; written guarantee; terms: exchanges.—Rowland Smith, below—  
**195** gns.—Singer 9 1947 2/4-seater roadster, leather, glass side-screens, very good condition; choice of 3 terms; exchanges.—Rowland Smith, below—  
**145** gns.—Singer Super 10 1947 de luxe saloon, sliding head, leather, good tyres; choice of 3 terms; exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

## Singer Cars Wanted

**ROWLAND SMITH'S**, the Singer buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041 [W4018 R]

## Singer Spares and Service

SINGER spares mailed by return, trade or retail.

**B&H MOTORS**, Bignell's Corner, South Mimms, Herts. South Mimms 2251. [S1020 R]

**GLANFIELD LAWRENCE**, 2-10, City Rd., Cardiff. Singer distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911 R]

THE official Singer London parts distributors for all trade and retail orders, full vehicle service facilities also available.—Automenders, Ltd., Ferry Rd., London, S.W.13. Riverside 8291. [0754 R]

## SPORTS CARS

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OFFER an incomparable selection of hand-picked post-war cars at attractive out-of-season prices.

**£1695**—Jaguar D-type, famous ex-works comp. 2-str., just overhauled for season.  
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**£1065**—Austin-Healey 1958 100 6, red with black hard top, all extras.

**£995**—Austin-Healey 1957, 100 6, positively unblemished in blue, all extras.  
**£995**—Lotus XI 1957 series II, 1100 Climax, mag. wheels, disc, de Dion, Weber.

**£985**—Austin-Healey 100S, 1955 comp. 2-str., one owner, B.R.S., disc brakes.  
**£945**—Triumph TR5A 1956 2-seater, grey, every available extra.

**£945**—Austin-Healey 1957 100 6, blue/cream, fitted every extra.  
**£925**—Jaguar XK140 fixed head 1955, C-type engine, o'drive, wire wheels, radio, etc.

**£895**—A.C. Ace-Bristol 2-litre sports 2-seater, maroon, recent B51 unit.  
**£865**—M.G. A 1957 (Oct.) fixed head coupe, red, fitted radio, heater, X tyres, spots.

**£865**—Triumph TR3 1957 series, spotless, red, with black hard top, o'drive, disc, radio.  
**£865**—Frazier Nash, Mille Miglia, 1952, superb streamlined 2-str., in B.R.S.

**£845**—M.G. A 1957 2-seater, pale green, wire wheels, radio, tonneau.  
**£845**—Triumph TR3 1957 2-seater, lime green, disc brakes and all extras.

**£825**—Triumph TR3, 1956, 2-str., blue, disc brakes, X tyres, heater, etc.  
**£795**—Triumph TR3, 1957 2-seater, blue with red cockpit, disc brakes, etc.

**£785**—Lotus Mk. XI 1958 sports 2-seater, fully tuned, definitely unraced.  
**£745**—Triumph TR3 1956 2-str., red, fitted overdrive, radio, htr., grid, spots, etc.

**£725**—Austin-Healey 1955, red with white h'top, radio, white wall tyres, twin spots.  
**£725**—Triumph TR3 1956 2-seater, black, special cowling, 3-speed overdrive, X tyres, etc.

**£695**—Cooper 1955 (reg'd.) 1100 sports, stage 11 Climax, Turbo disc.  
**£685**—Jaguar XK120 1955 fixed head coupe, unmarked suede green, low mileage.

**£685**—Austin-Healey 100 1956 2-str., green, radio, heater, o'drive, rack.  
**£665**—Austin-Healey 100 1955 2-seater, unblemished with cockpit with red leather.

**£635**—Turner 950 sports, unmarked red, tuned A35 unit, radio, htr., X tyres.  
**£595**—Morgan 4/4 1957 2-seaters, choice 2, off-white or green, tuned Ford units.

**£595**—Triumph TR2 1954 2-seater, red, wire wheels, heater, X tyres, etc.  
**£595**—M.G. TF 1954 2-seaters, choice 2, red or ivory, both wire wheels, grid, spots, etc.

**£595**—Lotus Mk. VII 1958 2-seater, highly tuned, Willment head, etc.  
**£595**—M.G. TF, 1955 2-seater, 1500, green, tonneau, washers.

**£585**—Lotus Mk. VI, 1955, 1½-litre, 2-seater, de Dion, wire wheels, turbo brakes.  
**£575**—Triumph TR2 1954 2-seater, racing green, o'drive, radio, htr., X tyres, grid.

**£565**—Triumph TR2 2-seaters, choice of 2, first class cars, red or green, various extras.  
**£545**—Jaguar XK120 1952 roadster, immaculate, British racing green, unit modified.

**£495**—Healey Silverstone 1950 D type, 2-str., pale blue, one owner.  
**£445**—Lotus Mk. VI 1954 2-str., choice 3, silver, fully tuned Ford unit from this figure.

**£445**—Morgan 4/4, 1952 2-str., drop head coupe, Oxford or black from this figure.  
**£425**—Lea-Francis 1950 2½-litre 2/4-seater sports roadster, pale blue with beige leather.

**£345**—Ford 1956 special Lotus type 2-seater, all mod.  
**£345**—M.G. TC 1949 2-seaters, choice 2, both above average, blue or green.

**£295**—Triumph 1948 1800 Roadsters, choice 2, grey or black from this figure.  
**£285**—Buckler Mk. V 1956 2-seater, pale blue, tuned 1,172 unit.

**DEPENDED** terms: insurance; written guarantee, part exchange and after sales service a pleasure.

London's Leading Sports Car Specialists we pay highest prices for sports and competition cars.

NORTHERN and Midland buying dept., enquiries, please contact Mr. B. Briggs at Nottingham 64201.

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), Ltd., 492-496, Chiswick High Rd., W.4. 100 yards from Chiswick Park, Tube Station. 9 a.m. to 5 p.m. weekdays. Chiswick 7871-2-3. [C1124]

## SPORTS CARS

**B&G MOTORS** offer:—

**£265**—Morgan 4/4 10 1946 drop head coupe, superb and spotless pale blue, exceptional red interior.  
**£315**—M.G. 11 TC 1949 sports 2-seater, cream.

**£199**—M.G. 10 TA sports 2-seaters; choice 2.  
**£130**—M.G. 8 J2 sports 2-seater, blue, just re-bored and fitted new pistons, spotless.

**£105**—M.G. 8 PA special 2-seater, red.  
**£105**—B.S.A. 10 Scout sports 2-seater, spotless blue.

**£99**—Aero-Minx 10 March special sports 4-seater, green, slab tank, fold-flat screen, etc.  
**£69**—Singer 9 Le Mans-type sports 4-seater, black.

**£85**—M.G. 12 Magnette open sports 4-seater.  
**ANY**, many others; easy terms; exchanges.—**B. & G. Motors**, 194-8, Arlington Rd., Camden Town, N.W.1. Culliver 3578. [C1019]

**EAGLE MOTORS (NORWOOD), Ltd.**

SOUTH LONDON'S Leading Sports Car Specialists, 1, Crown Point, Norwood, S.E.19 (137 bus passes door, 68 bus nearby).  
**£575**—M.G. TF, grey, immaculate.

**£565**—1954 Austin-Healey BN1, Elfin drums, hard top.  
**£475**—1951 M.G. TD, 1500 unit.

**HIRE** purchase as low as one-fifth deposit; low insurance rates obtainable at time of sale.

**SPORTS** cars currently required: especially late type models.—Eagle Motors, Gypsy Hill 6313/6079. [C2140]

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## ROWLAND SMITH'S for Sports Cars.

**925** gns.—Triumph TR3A 1953 2/4-seater, overdrive, disc brakes, small mileage.  
**795** gns.—M.G. A 1957 hard top, heater, wire wheels, optional hood and tonneau, small mileage.

**695** gns.—M.G. A 1956 2-seater, heater, wire wheels, close ratio box, screenwash, Michelin X.  
**595** gns.—Austin-Healey 100 1954, Le Mans mod., heater, screenwash, Dunlop racing tyres.

**575** gns.—Triumph TR2 late 1955, pearl white, p.v.c. hood and tonneau, Michelin X, unmarked.  
**495** gns.—Triumph TR2 1954, pearl white, p.v.c. hood, tonneau cover, luggage carrier.

**475** gns.—M.G. Midlet late 1955 TD 2-seater, re-conditioned engine, new hood.  
**425** gns.—Connaught 1952 2-seater; B.R.G. dry sump, twin carbs, 4-branch exhaust, specimen.

**395** gns.—Jaguar XK120 1951 Roadster, red, red leather, twin spotlights; choice of 2.  
**375** gns.—M.G. Midlet Nov. 1949 2-seater, favourite shade of blue, twin spotlights.

**395** gns.—Singer 1500 1953 4AD 2/4-seater l.h.d. sports roadster, screen washers, glass side-screens.  
**295** gns.—Triumph 2000 1949 roadster coupe; choice of 2.

**295** gns.—Alvis-14 1948 special sports 4-seater, cooled radiator.  
**195** gns.—Singer-9 1947 2/4-seater roadster, leather, glass side-screens, choice of 2.

**95** gns.—Laurel 1950 3-litre sports 2-seater, bronze head, cycle type wings.  
**95** gns.—M.G. Midlet 1933 J1 4-seater, recent engine overhaul; written guarantee over £200; terms: exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**£799**—1958 Lotus XI, Climax, de Dion, disc brakes etc.  
**£750**—1956 Later-Bristol, ex-Allan Moore, successful competition car.

**£550**—Elva Mk. IV, brand new, complete less body and engine.  
**£395**—Ford special Watling chassis, Falcon body, Aquaplane modified E33A engine, brand new, sprayed to customer's requirements.

**CHEQUERED SHOP**, Portsmouth Rd., Camberley, Tel. 1035. [9548]

## SPORTS CARS

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**£479**—1951 XK120 sports roadster, red cellulose, modified tuned engine, carefully used, wonderful value; choice of 2.  
**£325**—1947 M.G. TC sports 2-seater, specimen condition, late owner enthusiastically tuned and overhauled this vehicle; choice of 2 others.

**£235**—M.G. TA 2-seater sports, spotless black cellulose, excellent value; choice also Tickford coupe.  
**£149**—1937 M.G. VA sports saloon, green with grey leather; choice another 1938 in mint condition.

**£129**—1937 Sunbeam-Talbot 10 sports saloon, excellent condition, recently overhauled; choice 2.  
**£129**—J2 sports 2-seater, magnificent condition, recently overhauled and modernised.

**ANY** others available, please 'phone your enquiry; immediate easy h.p.; insurance; written guarantee.  
**CRESCARS, Ltd.**, 156, High Rd., East Finchley, N.2. Tudor 9272. [C1125]

**GOLD SEAL CAR CO., Ltd.**

SOUTH London's leading sports car specialists.

**£915**—Triumph TR3A, radio, heater, wire wheels, new, 1958.  
**£765**—TR3, B.R.S., immaculate condition and as new, heater, discs, etc., 1957.

**£695**—M.G. A, ivory, radio, heater, twin spots, detachable hard top, 1956.  
**£645**—Austin-Healey Sprite 1958, pale blue, extras, cost £720, unmarked throughout.

**£596**—Austin-Healey 100/4 BN1, red, exceptional condition 1955.  
**£576**—Lagonda 2.6, ex-David Brown, recon. Vantage engine recently fitted, immaculate appearance and mechanically perfect, 1951.

**£576**—Sunbeam-Talbot disc, ivory, radio, heater, etc., an immaculate example, 1954.  
**£565**—TR2 1955, dark green, one owner, exceptional throughout.

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**£545**—Austin-Healey BN1 1953, silver blue, excellent condition throughout, usual extras.

**£450**—M.G. TD, B.R.S., recent engine overhaul, very good condition throughout, 1953.  
**£395**—Jowett Jupiter Mk. III, 1952, recon. engine, exceptional condition, heater, etc., dove grey.

**£395**—Allard J2 Competition de Dion, Mercury engine, completely rebuilt, 1951.  
**£365**—Rochdale GT 1172 special, 1958 registration.

**£345**—Austin Special, professionally built, Falcon body, tuned Austin 8 engine, beautifully made, 1958.  
**£320**—Morgan 1949 4/4 2-seater sports, royal blue.

**£295**—1,172cc Lotus Prototype, ex-Colin Chapman, very fast.  
**£295**—Ford 1172 special, Ashley body, tuned engine, very smart.

**£225**—M.G. TA Tickford, ivory, recent engine overhaul, 1939.  
**GOOD** sports cars wanted for cash.

**HIRE** purchase as low as 1/5th deposit; special low insurance rates available; motor cycles taken in part exchange.

**OPEN** week-days 10 a.m. to 9 p.m., Sundays 10 a.m. to 1 p.m. (for inspection).—Corner Harts Lane & New Cross Rd., S.E.14. 2 minutes from New Cross Gate Underground Station. Tel. New Cross 7433. [C2146]

**1953** Singer 1½-litre 4-seater roadster, good condition; £295.—Bowman's Garage, Westbridge 3265. [C2145]

**£265**—1939 Frazer Nash-B.M.W. 327 fixed head coupe, immaculate condition; terms: exchanges.—D. Marquies, Ltd., Shaftesbury Mews, Stratford Rd., W.8. Western 5982 2816. [C1162]

**JAGUAR** Allard Sprint, special lightweight fibre glass body in signal red, black leather upholstery, Dunlop racing tyres, full weather equipment; £295.—11, St. Johns Rd., Hove. Hove 33077. [C4130]

**SPORTS CARS WANTED**

**GOLD SEAL CAR CO., Ltd.** require good sports cars for stock.—Tel. New Cross 7433. [W2146]

**ROWLAND SMITH'S**, the sports car buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

**SPORTS CARS SPARES AND SERVICE**

**TUNING** repairs; unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. [0753 R]

## STANDARD 8

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**1958** Standard 8 Gold Star saloon, black, blue and beige and beige trim, heater; £525.  
**BERKELEY** Square, London, W.1. Gro. 4345. [9515]

**1955** (Sept.) Standard Super 8, grey, one owner, 19,000 miles, heater, etc., taxed; £435.  
**THE BLACK HORSE GARAGE**, 174-176, Sheen Rd., Richmond 6441. [C1116]

**STANDARD 8**, 1957, blue, one owner, 2-pedal; £465.  
**Mitcham**, 2976/7308. [9517]

**1955** Standard 8 de luxe saloon, heater, one owner, 24,000 miles, superb example, 3 months' guarantee; £435.

**C&W MOTORS, Ltd.**, Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [9501]

**1957** Standard 8 saloons, Gold Star engine, heater, beige, immaculate, choice of several; £495.  
**Carris Motors, Ltd.**, 104-6, Bromley Rd., Catford, S.E.6. Tel. Hither Green 3451. [C1194]

**1947** Standard 8 saloon, reconditioned engine, well above average condition; £145.—Roy's Automobiles, Ltd., 127, Parkway, Regent's Park, N.W.1. Euston 2700 8894. [C3059]

**395** gns.—Standard 8 1956 saloon, heater, wing mirrors, one careful owner, excellent condition; written guarantee; choice of 4; terms: exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Standard 8 Cars Wanted**  
**ROWLAND SMITH'S**, the Standard 8 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

**STANDARD 10**  
**CROFTON GARAGES, Ltd.**  
**1957** Standard 10 de luxe Phase II, green, radio, heater, one owner, immaculate condition; £535.—132, Whitechapel Rd., Bishopsgate 3593. [C1139]

**WARWICK WRIGHT, Ltd., offer:—**  
**1956** Standard 10 saloon, blue, heater; £465.  
**WARWICK WRIGHT, Ltd.** 393, Edgware Rd., N.W.2. Gladstone 0041 [C4137]

**BERKELEY SQUARE GARAGES, Ltd., offer:—**  
**1957** Standard Super 10 saloon, blue, red interior, heater, screen washer; £495.  
**BERKELEY Square**, London, W.1. Gro. 4343. [9514]

**D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—**  
**1956** Standard Family 10 saloon, beige, fitted heater, good condition; £435.  
**1957** Standard Super 10 saloon, black with beige upholstery, heater, one owner, immaculate condition; £499.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4006]

**1957** Standard 10 Gold Star de luxe, beige, 2-tone upholstery, fitted heater, etc.; £530.  
**MCCLAREN & CO., Ltd.** 999, High Rd., North Finchley, N.12. Tel. Hillside 0560/6306-8. [C3083]

**1955** Standard 10 saloon, grey with red interior, heater, Earl's Court Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [9396]

**1956** Standard 10hp saloon, heater, underseal, excellent condition; £445.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055]

**465** gns.—Standard Super 10 1956 saloon, Salvador blue, heater, screen washers, one careful owner, spares unused; written guarantee; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016]

**1956** Standard 10hp estate car; this is a one-owner, low mileage, really immaculate example, full 4-door with rear door for luggage finished in grey with red interior, fitted heater, twin chrome spotlights, twin chrome exterior mirrors, all tyres like new (original) an ideal car for pleasure and business, this car cost over £700 and is offered at the low figure of £520; terms, exchanges.  
**AIDSTONE ENGINEERING CO.** Smethurst St., Pendleton, Manchester 6. Pendleton 3457. [C3000]

**Standard 10 Cars Wanted**  
**ROWLAND SMITH'S**, the Standard 10 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

**Standard 10 Spares and Service**  
**OUR** rally-proved engine conversion (£32.10) and anti-roll bar (53/-) improves performance and road holding out of all recognition; approved by Standard Motor Co.—Alexander Engineering Co., Ltd., Haddenham Bucks. Tel. 345. [S1094]

**STANDARD 12 & 14**  
**165** gns.—Standard 14 1948 saloon, leather, heater, pass lights, flashlights, wing mirrors, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016]

**STANDARD COMPANION**  
**1956** (Nov.) Standard 10 Companion estate car, elfin green, red interior, fitted heater, screenwashers, underseal, one owner, 7,743 miles, taxed year; £575.—Dawson Engineering, Burley 2188 and 2248. [9249]

**STANDARD ENSIGN & PENNANT**  
**HALLS**  
**1958** (model) Standard Ensign saloon, dual colour, heater, washers, one owner, 16,000 miles; £725. High Rd., North Finchley (Tally Ho!), London, N.12. Hillside 1044. [9540]

**L. F. DOVE, Ltd., offer:—**  
**1958** Standard Ensign, one owner, 11,000 miles, heater; £745.—L. F. Dove, Ltd., 44, Kingston Rd., London, S.W.19. Tel. Liberty 3456. [C1077]

**BERKELEY SQUARE GARAGES, Ltd., offer:—**  
**1958** Standard Ensign, grey, red leather, heater, screen washer; £750.  
**BERKELEY Square**, London, W.1. Gro. 4343. [9513]

**1958** (Oct.) Standard Ensign saloon, low mileage, condition as new; £765.—A.A.C. Cars, 34, Marine Parade, Worthing 30212. [9297]

**1958** Standard Pennant, green, heater, 13,000 miles, exterior sun visor, windscreen washers, one owner only, excellent condition; £650.—Kerridge, Alton 2224. [C3118]

**HALLS.**  
**1954** Standard Vanguard phase II saloon, black/red leather, one owner, only 22,000 miles, excellent condition; £465.  
**886** High Rd., North Finchley (Tally Ho!), London, N.12. Hillside 1044. [9599]

**STANDARD VANGUARD**  
**1954** Standard Vanguard phase II saloon, black/red leather, one owner, only 22,000 miles, excellent condition; £465.  
**886** High Rd., North Finchley (Tally Ho!), London, N.12. Hillside 1044. [9599]

**STANDARD VANGUARD**  
**H. A. SAUNDERS, Ltd.**  
**1957** Standard Vanguard saloon, duo beige/blue, red upholstery, recorded mileage 8,831, heater; £665.

**H. A. SAUNDERS, Ltd.**, 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

**RAYMOND WAY offers:—**

**1958** (Nov.) Standard Vanguard Phase III saloon, in light grey with blue interior, fitted heater, mileage only 2,000, cost in the region of £1,050 new, absolutely unmarked; \$599.  
**300** first-class cars to choose from.—Raymond Way Motors, Kilburn, N.W.6. Maida Vale 6044. [9272]

**HENLYS offer with 4 months' guarantee:—**

**1957** Standard Vanguard Phase III saloon, heater, one owner, beige with red interior; £745.  
**HENLYS, Ltd.**, Parkway, Regent's Park, N.W.1. Gulliver 5721. [9534]

**STANDARD Vanguard 1950, excellent; £295.**

**JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111]

**BERKELEY SQUARE GARAGES, Ltd., offer:—**

**1957** Vanguard saloon, beige, blue and white leather; £700.

**1957** Vanguard saloon, lavender grey, radio, overdrive, exterior sun visor, two spot lamps; £750.

**BERKELEY Square**, London, W.1. Gro. 4343. [9512]

**1955** Standard Vanguard, first class car with fitted extras.

**MOTORS LTD. (PETERBOROUGH), Ltd.**, Newark Rd., Tel. 5558. [9485]

**1953** (March) saloon, heater, immaculate; £375.—Bridge Motors, Leatherhead 2564. [C1156]

**AZ MOTORS** offer 1955 phase II saloon, one owner since new; bargain £485.—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

**1954** (Sept.) diesel Vanguard estate car, overdrive, heater, radio, etc.; £550.—43, Dorset St., Leicester. Granby 2295. [9193]

**1954** Vanguard estate, immaculate coachwork, interior as new, excellent mechanical condition, low mileage, one owner; £475.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068]

**1956** (Nov.) Standard phase 3 Vanguard saloon, green with beige trim, moderate mileage.—W. T. Baker (Automobiles), Ltd., 206, Kettering Rd., Northampton. Tel. 4573. [C1161]

**1953** Vanguard Phase 2 saloon, pastel green heater, in immaculate condition; £400.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167]

**295** gns.—Standard Vanguard late 1951 saloon, black, beige leather, heater, wing mirrors, very good condition; written guarantee; choice of 3; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016]

**Standard Vanguard Cars Wanted**  
**ROWLAND SMITH'S**, the Standard Vanguard buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

**VANGUARD III** estate car required, immediate settlement.—Greenways, 81, Alresford Rd., Winchester. [W4087]

**!!! Estate Cars, Ltd.**, the Utility Specialists, urgently require Vanguard Estates.—431, Upper Richmond Road West East Sheen, S.W.14. Prospect 7648-9. [0526 R]

**Standard Miscellaneous Cars Wanted**  
**ROWLAND SMITH'S**, the Standard buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

**WANTED** post-war Standard coupe, only first-class cars considered.—Carrington, 2, The Avenue, Amersham, Bucks. Amersham 908. [9441]

**Standard Spares and Service**  
**LARGE** stockists for Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds 2. Tel. 34151 (5 lines). [0301 R]

**STANDARD** spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs recollapsing.—Putlocks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5931. [0253 R]

**HALLS (FINCHLEY), Ltd.**, have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed 3 months; Girling and Bendix stockists.—514, Regent's Park Rd., Church End, Finchley. Finchley 5908. [0002 R]

**STANDARD SPORTSMAN**  
**1957** Standard Sportsman, duo colour, immaculate, fitted heater, wireless, overdrive; £795.—Kerridge, Alton 2224. [C3118]

**STUDEBAKER**  
**SCOTT CARS.**

**1955** Studebaker Champion, right-hand drive, overdrive, radio, heater, one owner, absolutely as new.

**1952** Studebaker Champion, overdrive, one owner from new.

**1951** Studebaker Commander convertible, overdrive, hill hold, radio and heater, in excellent condition throughout.

**1950** Studebaker Commander Land-Cruiser, automatic transmission, radio and heater, in exceptional condition throughout.

**SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676 7779. [C4016]

**Studebaker Cars Wanted**  
**1953** or on Farina type Studebaker, must be positively immaculate.—Full details Finch, 25, Dornan House, Avenue, Southampton. [9431]

**SUNBEAM**

**R. ROOTS.**

**HAVE** available a range of Sunbeam cars of very low mileage.

**LOWER Temple St**

**DEVONSHIRE House**, Piccadilly.

**GRO. 3401.**

**BIRMINGHAM, 2.**

**LONDON, W.1.**

**CEN. 8411.**

**MANCHESTER, 2.**

**129** Deansgate.

**BLA 677.** [C111 R]

**JACK SMITH offers:—**

**1957** Sunbeam Mark III saloon, black red, overdrive, heater, turbo discs, 19,000 miles, immaculate whole car indistinguishable new; £895; another, grey and claret.—23, Bruton Place, Berkeley Sq., London, W.1. Mayfair 0661. [C4052]

**R. C. WIMBUSH, Ltd., offer:—**

**1956** Mark III Sunbeam, duo tone green, fitted heater, one owner, 21,000 miles, immaculate condition; £815.—512, Earls Court Rd., London, S.W.5. Fremantle 8401-2-3. [C4056]

**WARWICK WRIGHT, Ltd., offer:—**

**1956** Sunbeam Mark III saloon, 2-tone green, radio and heater, 24,000 miles; £845.

**1955** Sunbeam Mark III saloon, grey, red upholstery, overdrive, radio, heater, 25,000 miles; £750.

**WARWICK WRIGHT, Ltd.**, Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

**W. N. ROAKE AUTOMOBILES offer:—**

**1955** Sunbeam Mark III saloon, finished in rose condition, fitted overdrive, red interior, in unmarked condition, sun roof, heater, loose covers, taxed full year, one fastidious owner; £735; A.A. or R.A.C. inspection welcome, guaranteed; exchanges or b.p. terms.—24, Widmore Rd., Bromley, Kent, Ravensbourne 1252. [9568]

**1955** Sunbeam Mk. III conv. coupe, O.D. radio, taxed year, one family; £750; exchanges.—Maurice J. Bevins, Petersfinger, Salisbury. Tel. 4605. [9253]

**MARK III** series Sunbeam convertible 1955, Alpine drive, heater, washers and India Super tyres, two previous owners, new grey Vynide hood just fitted, exceptional throughout; £725.

**450** other cars available; write for fully descriptive priced catalogue.

**CAMDEN MOTORS**, Leighton Buzzard 2041. Open until 8 p.m. open Sundays 10 a.m. to 1 p.m. unrestricted hire purchase terms, exchanges. [C1035]

**JACK ROSE, Ltd., offer:—1957** Sunbeam Mark III saloon, dual green, almost as brand new inside and out, 11,000 miles only; accept £975.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C2056]

**1955** Sunbeam Mark III convertible, green, overdrive, radio, heater, screen washer, fog and driving lamps; £685.—Mellor, 52, St. James's Rd., Hampton Hill, Middlesex. Molesey 2757. [9490]

**Sunbeam Cars Wanted**  
**ROWLAND SMITH'S**, the Sunbeam buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

**URGENTLY** required, 1951-59 Sunbeams.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliff 2275. [W2109]

**SUNBEAM ALPINE**  
**CHIPSTEAD MOTORS**.—See display panel page 80. [C1046]

**1954** Alpine, sapphire blue, heater, spots, screen washer; £575.—Eton Garages, Windsor 2782. [C2153]

**SUNBEAM RAPIER**

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer:—

**1958** Sunbeam Rapier Series II, red and white; £945; hire purchase facilities available.

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C5042]

**H. A. SAUNDERS, Ltd.**

**1958** Sunbeam Rapier saloon, duo beige red, red upholstery, recorded mileage 6,577, heater, radio, electric clock, windscreen washers; £965.

**H. A. SAUNDERS, Ltd.**, 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

**CATERHAM MOTOR Co., Ltd., offer:—**

**1956** Sunbeam Rapier, dawn mist blue and Corinth blue, 28,000 miles; £725.

**CATERHAM MOTOR Co., Ltd.**, Reigate 2245-. [C1167]

**SUNBEAM Rapier**, 1957, o'drive, heater, radio, 18,000 miles, bargain; £735.—Harold Leche, 7, McIntosh Close, Romford. [9219]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SUNBEAM RAPIER

TICE &amp; SON, Ltd., offer:—

**1958** Sunbeam Rapier series II saloon, overdrive, heater, 2-tone green, under 6,000 miles, absolutely as new: £975.  
**723** Winton Rd., Winton, Bournemouth. Winton 2000. [C1213]

JAMES SPENCER, Ltd., offer:—

**1958** Sunbeam Rapier saloon, fitted overdrive, radio, heater, 6,000 miles only, finished in pippin red with special black and red leather trim, absolutely as new: £925.

**1958** Sunbeam Rapier Mark II convertible, finished in pippin red and ivory, total mileage under 4,000, indistinguishable from new: £965.  
 JAMES SPENCER, Ltd., Broadway, Bexleyheath, Tel. Bex. 4263 4209. [C14134]

WARWICK WRIGHT, Ltd., offer:—

**1958** Sunbeam Rapier Series II saloon, 2-tone blue, grey upholstery, radio and heater, 13,000 miles: £975.

**WARWICK WRIGHT, Ltd.**, Lord's Court, St. John's Wood Rd., London, N.W.5. Cunningham 6050. [C14045]

HENLYS offer with 4 months' guarantee:—

**1956** Sunbeam Rapier saloon, overdrive, heater, one owner, cream and red with cream and red interior: £875.

**HENLYS, Ltd.**, 958-964, High Rd., North Finchley, N.12. Hillside 6666. [C19524]

**1959** (February) Sunbeam Rapier, overdrive, radio, heater, rev. counter, and many extras, as new.

**A. FREEMAN, Ltd.**, Grosvenor Garage, Burnage A Lane, Levenshulme, Manchester 19. Rusholme 2874. [C12111]

**1958** 11,000 miles, drop head coupe, one owner, fitted radio, heater, rev. counter, etc., duo tone grey and red: £935.—Bowman's Garage, Weybridge 3265. [C1143]

**R67** model Sunbeam Rapier saloon, low mileage, overdrive, radio, heater, excellent condition: £799.—Friday's Yeoman Garage, Ltd., Ashford Rd., Bearsted, Maidstone 87245. [C12147]

**JACK ROSE, Ltd.**, offer 1958 Rapier Mark II convertible, unused this year, a genuine car almost unmarked condition: £975.—Stadium Rd., Wallington, Surrey. Wallington 6677. [C13056]

**1958** drop head coupe in white and red with white upholstery, fitted radio, a one-owner, low-mileage vehicle supplied and maintained by us, indistinguishable from new: £975.  
**KJ MOTORS, Ltd.**, Widmore Rd., Bromley, Ravensbourne 3456. [C19610]

**1958** Sunbeam Rapier convertible, 2-tone blue, radio and heater, 2,000 miles: £985.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Dollis Hill 8000. [C12130]

**ONE** owner 1958 Sunbeam Rapier saloon, two-tone green with green interior, very low mileage, heater, wing mirrors, loose covers, passlight, in tip-top condition throughout: written guarantee; terms, exchanges.—H. F. Edwards, 172 174, Kingston Rd., Tel. Ewell 5101. [C19580]

**1958** series II Rapier saloon in red and ivory with overdrive, heater, washers, rev. counter, Underseal and Ocelot seat covers, one local owner since new who regrettably parts with the car due to family reasons, this Sunbeam was supplied brand new by our subsidiary company and has been maintained here at our workshops, a finer example it would be very hard to find: £965.

**450** other cars available; write for fully descriptive priced catalogue.  
**CAMDEN MOTORS**, Leighton Buzzard 2041. Open until 8 p.m.; open Sundays 10 a.m. to 1 p.m.; unrestricted hire purchase terms, exchanges [C10355]

## Sunbeam Rapier Cars Wanted

**ROWLAND SMITH'S**, the Rapier buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018 R]

**PHOENIX MOTOR CO. (SURREY)**, Ltd., Phoenix House, High St., Sutton, Surrey, wish to purchase good used, small mileage Sunbeam Rapier.—Tel. Vig. 0161. [W3044]

**1958** low mileage Rapier Series II wanted, exchange cash and superb Vanguard Sportsman 1957, overdrive, underseal, many extras, genuine 14,600 miles, value £835.—Combes, 5, St. Albans Rd., Kingston-on-Thames. Tel. Kin. 0230. [C19434]

## SUNBEAM-TALBOT

H. C. PAUL, Ltd.

**1954** Sunbeam-Talbot 90 saloon, radio, heater, grey, red interior, excellent condition: £525.—32, Bruen Place, Berkeley Sq., W.1. Mayfair 961-2. [C13040]

WARWICK WRIGHT, Ltd., offer:—

**1953** Sunbeam-Talbot 90 Mark IIa convertible, blue, heater: £485.  
**WARWICK WRIGHT, Ltd.**, 393, Edgware Rd., N.W.2. Gladstone 0041. [C14137]

COMPTON &amp; FULLER, Ltd., offer:—

**1954** Sunbeam-Talbot 90 saloon, one owner, impeccable condition: £575.—Elmers, Beckenham. Bec. 3570. [C11110]

**1950** Sunbeam 90 drop head, genuine 27,000, two owners, immaculate.—Tel. Wimbledon 9259

**£465** !!!—1952 Sunbeam-Talbot Mark II saloon, specimen condition throughout, choice also convertibles, choice 6 other Sunbeam-Talbots from £425.

**LAMBS OF WOOD GREEN** (Established 1897)—100 cars; written guarantee; exchanges; easiest terms.—421-423, High Rd., Finchley. Finchley 6222 [C2052]

## SUNBEAM-TALBOT

WEYBRIDGE AUTOMOBILES offer:—

**1953** (Oct.) '52 Sunbeam-Talbot drop head coupe, black beige interior, one owner, 14,000 miles, new hood, excellent throughout: £595.  
**WEYBRIDGE AUTOMOBILES, Ltd.**, 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094]

**1953** Sunbeam-Talbot 90 saloon, radio, heater, excellent condition: £515.  
**SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London N.W.3. Hampstead 8676/7779. [C4016]

**1954** Sunbeam-Talbot 90, excellent condition throughout: £565.  
**M. LARSEN & COX, Ltd.**, 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6306-8. [C3083]

**1951** Sunbeam-Talbot saloon, blue with red interior: £465.—Windovers, Ltd., The Hyde, Colindale 4051. [C4118]

**1951** Sunbeam-Talbot Mk. II sports saloon, blue, one owner, heater, in immaculate condition: £425.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167]

**1951** (Sept.) Sunbeam-Talbot 90 sports saloon, bronze with red leather, heater, etc., 2 owners since new: £445.—Ascot Service Station, High St., Ascot, Berks. Ascot 1649. [C1189]

**1952** Sunbeam-Talbot 90 Mk. II coupe; excellent chassis, numerous extras, enthusiast maintained, taxed: £425.—Linton Motors, Linton, Cambs. Linton 815. [C1448]

**365** gns.—Sunbeam-Talbot 90 late 1950 10hp sports saloon, sliding head, leather, unmarked, written guarantee; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**SUNBEAM-TALBOT Mark II** 1951, this car, owned since new by the fastidious owner, is in exceptional condition inside and out and has been maintained regardless of trouble or expense; underseal, central gear change, new tyres, resprayed recently and all rubber sealing renewed: £375.—Cox, 26, Blackhill Drive, Carlton, Nottingham. Tel. 24-8702. [C1908]

## Sunbeam-Talbot Cars Wanted

**XXX** Excellent cash price offered for good Sunbeam-Talbot.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

**ROWLAND SMITH'S**, the Sunbeam-Talbot buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018 R]

## TALBOT

**TALBOT 75** saloon, 1955, really excellent condition throughout, only 2 owners last 12 years, full history available: £50.—Box 2897. [C19474]

**TALBOT 10 1957** model coupe, genuine 26,000 miles, must be unique, by auction, Guildford 14th April, 2 p.m.—Clarke, Gammon, 71, High St., Guildford. Tel. 2269. [C19209]

## TRIUMPH

DICKS.

**1949** Triumph 2000 coupe, recent recon. engine, new hood, etc., unmarked: £375.

**DICKS CAR SALES, Ltd.**, Exeter Rd., Kilburn. Tel. 7175. [C1072]

CAR MART, Ltd.

OFFER with 6 months' guarantee.

**£925**—Triumph TR3A 2-seater sports radio, heater, speedometer reading 9,000 miles; reg. 1958.

**CAR MART, Ltd** 320, Euston Rd., N.W.1. Euston 1212. [C1039]

PEERLESS MOTORS offer:—

**1953** TR2, reg: £535.—Bath Rd., Slough. Tel. 25121. [C19595]

THE official TR centre offer:—

**1958** TR3A, B.R.G., hard top, soft top, overdrive, heater, 25,000 miles: £1,075.

**1958** TR3A, powder blue, hard top, soft top, heater, overdrive: £1,025.

**1958** TR3A, powder blue, 4,000 miles, heater: £975.

**1957** TR3, white, heater, tonneau: £785.

**1956** TR3, blue/blue, one owner, heater: £675.

**1955** TR2, B.R.G., heater, overdrive: £595.—L. F. Dow, Ltd., Kingston Rd., London. [C1077]

WARWICK WRIGHT, Ltd., offer:—

**1955** (December) Triumph TR3 (overdrive) hard top, coupe, blue, red upholstery, heater, 20,000 miles: £725.

**WARWICK WRIGHT, Ltd.**, Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C10045]

**1955** TR2, one owner, racing green, low mileage, as new: £595.  
**DUNSDON & ELLIS**, Ace of Spades, Great West Rd., Hounslow, Middx. Tel. Hounslow 5476. [C1195]

**1954** (Nov.) Triumph TR2, green, fitted overdrive, heater and new hood and screens, one careful owner: £520.

**WOOD & LAMBERT, Ltd.**, 49, Stamford Hill, N.16 (Sta. 3434). [C4093]

**£385** !!!—1949 Triumph Roadster convertible, absolute specimen, choice three others including 1930 models.

**LAMBS OF WOOD GREEN** (Established 1897)—100 cars; written guarantee; exchanges; easiest terms.—421-423, High Rd., Finchley. Finchley 6222 [C2052]

**TR3A** 1959, 1,100 miles only, heater: £325; terms, exchanges.—Rudda, Wokingham 7773/4. [C1950]

## TRIUMPH

**£570**—1955 Triumph TR2, radio, heater.—Tel. Camberley 1033. [C19557]

**TRIUMPH** Renown, 1955, black/brown, radio, overdrive, loose covers, immaculate motor car: £600.—Harris Mayes & Co., Watford 24026. [C19170]

**£875**—1958 TR3A, red, heater, rear seat, etc.; terms, exchanges.—Brown, 126, Marsden Rd., Burnley. Tel. 4336. [C19316]

**1948** Triumph 1800 saloon, black engine compartment overhauled, body resprayed recently, over £125 spent: £325.—Ravensbourne 2436. [C19452]

**BARTLETT** Triumph TR2, above average condition, excellent maintenance record: £475.—27, Pembroke Villas, W.11. [C1013]

**TRIUMPH TR2 1956** (Sept.), hardtop, htr., all red, £625; terms, exchange.—Dial Motors, 318, St. Paul's Moor, Sheffield. Tel. 20895. [C19433]

**1958** TR3a, one owner, heater, only 10,000 miles, as new, red/black interior, guaranteed: £895.—Campbell Symonds, Alpertown 1515. [C1037]

**1956** TR3, overdrive, heater, ivory, host extras, £665; hard top if required: H.P. arranged.—Proprietor Cranford Hotel, Ilford 0326. [C19430]

**1954** TR2, hard and soft tops, tonneau, 40,000 miles, taxed, h.p. available.—21, Heoly Forlan, Whitchurch, Cardiff. Whit. 964. [C19356]

**1957** TR3, red, overdrive, wire wheels, radio, heater, spotlights, reversing lights, screen clean, Michelin X: £730.—Haughley (Suffolk) 260. [C19321]

**1957** Triumph TR3, disc brakes, red, extra beige, 17,000 miles, unrepeatable offer: £695 or terms.—Margate Motors, Northdown Rd., Margate, Thanet 20947. [C19605]

**1953** Triumph Mayflower, finished in dual grey, heater, in excellent condition: £395.—G. P. Morey, 75, Cambridge Rd., Kingston-on-Thames. [C19016]

**1953** Triumph Mayflower, heater, reconditioned engine, spotless paintwork and interior: £415.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C12069]

**1949** Triumph 2000 roadster, blue, many extras, excellent condition with recent extensive overhaul: £375.—Tel. days Covent Garden 2554; evenings Sloane 3188. [C19212]

**1949** Triumph 2000 roadster, lumina grey, heater, well above average, meticulously maintained: £320 o.n.o.—Reeve, 38, Redford Ave., Thornton Heath, Surrey. Tho. 5769. [C19267]

**1958** Triumph TR3A hard top, finished in red, as new, many extras, licensed: £495.—Harwood's Garage, Pulborough. Tel. Pulborough 2401-5. [C12149]

**1949** Triumph roadster 2000, bronze, good condition, new engine, 6,000 miles, heater, tan leather, wing mirrors, good tyres: £515.—Sunday: Westcott 72 Surrey. Monday: Welbeck 4466, ext. 558. [C19454]

**AZ MOTORS** offer 1949 2000 Roadster hardtop, beautiful condition: £225! Also 1951 Mayflower convertible, radio, heater, one owner: £365; 1951 2000 Renown razor-edge saloon, £350!—Palmerston Rd., N.W.6. Mai. 4723. [C10111]

**£325**—1949 2000 Roadster coupe, one owner, radio, heater, particularly well-kept vehicle in sound mechanical order: A.A. or R.A.C. inspection invited; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2773. [C10553]

**£375**—Triumph 2000 Roadster, most superb example, pastel, matching interior, heater, sports, etc., tip-top performance; choice 2; lists 100 guaranteed cars.—Benmott's, 1, Clarendon Rd., London, W.11. Park 5066/7. (50 yards Holland Park Tube.) [C1017]

**£490**—TR2 1954, overdrive, expertly and enthusiastically maintained in red, heater, screenwashers, reversing lights, wonderful performance, excellent TR2; h.p., exchanges, insurance; good sports cars wanted.—Alan Baker, 2a St. Albans Rd., Hatfield, Herts. Hatfield (HAs) 3961. [C19492]

**925** gns.—Triumph TR3A 1958 super sports 2/4-seater, powder blue, grey leather, overdrive, disc brakes, heater, twin pass lights, badge bar, perspex side screens, rear seating, 10,000 miles, superlative condition, cost over £1,150, written guarantee; terms, exchanges.—Rowland Smith, below.

**575** gns.—Triumph TR2 late 1955 2-seater, pearl white, red upholstery, pass light, PVC hood and tonneau, Michelin X, unmarked, written guarantee; terms, exchanges.—Rowland Smith, below.

**495** gns.—Triumph TR2 1954 2-seater, pearl white, tan upholstery, pass light, PVC hood, tonneau cover, luggage carrier, very good condition, written guarantee; choice of 5; terms, exchanges.—Rowland Smith, below.

**295** gns.—Triumph 2000 1949 roadster coupe, ivory, red leather, written guarantee; choice of 2; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1018]

## Triumph Cars Wanted

**ROWLAND SMITH'S**, the Triumph buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018 R]

**WANTED** Privately owned '54 or '55 TR2.—Canford, Brook Lane, Lindfield 2224. [C19314]

**TR3** wanted, 1955 upwards.—Harold Hamblin Cars, Ltd., Basingstoke. Tel. 13. [W2143]

## TURNER

**1957** Sports 2-seater, one owner, guaranteed mile-tuned A35 unit, Michelin X, screenwash, absolutely immaculate: £595; generous h.p. terms, reasonable insurance; exchanges, including Continentals, 3-wheelers and motor cycles.—J.P. Motors, Great Baddow, Bedford. Tel. 61975. [C19509]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## UTILITY CARS

**CAR MART, Ltd.**  
OFFER with 6 months' guarantee.  
£545—Bedford Ulitabike Special, heater, speedometer reading 9,000 miles; reg. 1958.  
**CAR MART, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212. [C1039]  
Pedigree Estate Cars.  
To buy or sell (trade offers invited).  
Several American Ranchwagons, £600-£800.  
Humber Hawk estate, 1958, 1957 & 1956.  
Morris Isis, Oxford and Min—Travellers.  
Standard Vanguard and Companions, all years.  
Ford Consul Zephyr and Zodiac, Abbott estates.  
Austin A95, A70, A40 Countryman.  
Hillmans, Minx and Huskys, all years.  
Pedigree Estate Cars have over 50 modern estates in stock; enquiries invited: open 9-7 p.m.—Euston 7889, 340, Euston Rd., N.W.1. [C3093]  
**R. HARDY & SON** offer:—

1958 Austin A152 Omnicoach, 13-seater, painted black, choice of 3, in excellent condition throughout; £565—52-55, Marylebone High St., W.1. Hunter 0942. [C6212]

**WARWICK WRIGHT, Ltd.**, offer:—

1956 Hillman Husky double duty, fawn and pearl grey, red upholstery, heater, 18,000 miles; £475.

1956 Morris Minor Travellers car, grey, red upholstery, heater, 18,000 miles; £565.

1957 Morris Minor 1,000 Travellers car, black, red upholstery, heater, 14,000 miles; £650.

1956 Morris Isis Estate car, beige, red upholstery, radio and heater, 19,000 miles; £625.

1958 Hillman Husky Series II double duty, 2-tone grey, red upholstery, heater, 14,000 miles; £635.

**WARWICK WRIGHT, Ltd.**, Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

**HENLYS** offer with 4 months' guarantee:—

1958 Austin A95 Countryman, radio, heater, twin carburettors, court grey and red with red interior, one owner; £1,135.

1956 Morris Oxford Traveller, one owner, heater, grey with red interior; £725.

1957 Standard Vanguard estate, heater, one owner, fawn with red interior; £895.

**HENLYS, Ltd.**, 155, Euston Rd., N.W.1 (almost opposite Euston Station), Euston 1966. [C9376]

1957 model 15 cwt J2 Morris, grey, very good; £515.

**GROSVENOR CAR SALES**, Worplesdon, Guildford, Tel. Worplesdon 247. [C8820]

1957 Austin Omnicoach, nice condition, privately owned; £495—Tel. Oxford 2628. [C9468]

1954 Morris Oxford Traveller, heater, really excellent condition throughout; £475.

**OKATHORPE MOTOR CO., Ltd.**, North Circular Rd., Palmers Green, Pal. 1023. [C3126]

**PHASE II** Vanguard estate, 29,000 miles, genuine £435.

1954-5 Bedford, genuine dormobile, one owner; £435.—Jack Williams Motors, Ltd., 169, Priory Rd., Horney, N.8. Mountview 5288. [C4111]

**STANDARD VANGUARD**, 1956, converted van (utility), radio, heater, seats 4.—Park 5211. [C9325]

**CAMDEN MOTORS**, specialists in estate cars and utilities; 20 models available; this week's specially recommended vehicles:—

Austin 12-seater Omnicoach, 1957, small mileage, immaculate two-tone, real leather upholstery, heater, exceptional value; £545.

Vauxhall Velox special, Dormobile estate car, 1957, Martin Walter bodywork, two-tone maroon and grey, Dunlopilo seating/double bed, built-in radio, heater, whitevalves, magnificent; £925.

**STANDARD Companion** (10hp) estate, 1956, silver-steel grey/red trim, built-in radio, heater, indistinguishable from new; £545.

450 other cars available; write for fully descriptive priced catalogue.

**CAMDEN MOTORS**, Leighton Buzzard 2041. Open until 8 p.m. Open Sundays 10 a.m. to 1 p.m. Unrestricted hire purchase terms. Exchanges. [C1035]

1957 Bedford Kenex estate car, one owner, heater, 14,000 miles only, in very good condition; £475.—Esher 225. [C4086/1]

1953 Bradford 6-light, very good condition; £100.—Barnes, 315, Finchley Rd., N.W.3. Ham. 2221. [C1142]

1951 Hillman Commer estate, cream, full 4-seater, exceptional; £195.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492. [C3125]

1956 Commer Cob converted van, blue, with heater; £450.—Carris Motors, Ltd., 104-6, Bromley Rd., Catford, S.E.6. Tel. Hither Green 3451. [C1194]

1956 Anglia-type Thames estate, beautiful condition; £375.—Roys Automobiles, Ltd., 127, Parkway, Regents Park, N.W.1. Euston 2700/8894. [C3059]

1955 Commer estate car, one owner, heater, whitewall tyres (spare unused), replacement engine completed 2,000 miles; only £475.—Esher 2255. [C4068]

£439—1956 Ford Prefect utility, 2-tone grey and blue, grey interior, sun visor, roof rack, etc., excellent condition throughout.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2093]

1958 Bedford Dormobile Ulitabike de luxe, one owner, 14,000 miles, fitted heater, taxed to December, 52 Harwood's Garage, Fulbourn, Tel. Fulbourn 2401-5. [C2149]

## UTILITY CARS

**AZ MOTORS** offer 1951 A70 Countryman, reconditioned engine, radio, heater, gift, £295; 1954 Hillman estate car, new engine fitted, heater, largain, £415; Also 1954 Commer estate car, gift, £375; 1949 Vanguard utility, re-conditioned engine fitted, £250; 1947 Hillman, £351.—Palmerston Rd., N.W.6. Mai. 4725. [C1011]

1954 Humber Super Snipe (ohv), radio, heater, magnificent Thames seater estate car, this was originally designed for an oil company at great expense; this vehicle is in 100% condition both body and mechanically and is offered at the very reasonable price of £685; terms and exchanges could be arranged.  
**UTO SERVICES (CHELSEA), Ltd.**, 107, Kings Rd., Chelsea, S.W.3. Flaxman 7368. [C1183]

## Utility Cars Wanted

**R. ROWLAND SMITH'S**, the Utility car buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018 R]

!!! Estate Cars, Utility specialists, best buyers of estate cars.—Prospect 7649. [0240 R]

!!! Minor Travellers, Hillman and Vanguard estate cars, A30, A40 and A70 Countryman, and shooting brakes required.—Putney 2276-7, 221, Upper Richmond Rd., Putney, S.W.15. [0137 R]

!!! Estate Cars, Ltd., the Utility Specialists, urgently require Countryman estate cars and shooting brakes of all makes and sizes; good prices paid.—441, Upper Richmond Rd. West, S.W.14. Prospect 7648-9. [0010 R]

## VAUXHALL VICTOR

**CAR MART, Ltd.**  
OFFER with 6 months' guarantee.

£645—Vauxhall Victor, speedometer reading 10,000 miles; reg. 1958.

**CAR MART, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212. [C1039]

**G. S. HALL, Ltd.**, offer:—

£50 reduction, Vauxhall Victor Mark I Estate car, new and unregistered; immediate delivery.—502-506, King St., W.6. Riverside 2881. [C2100]

**WARWICK WRIGHT, Ltd.**, offer:—

1958 Vauxhall Victor Super saloon, blue, blue upholstery, heater, 8,000 miles; £695.

**WARWICK WRIGHT, Ltd.**, Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

**WARWICK WRIGHT, Ltd.**, offer:—

1957 Vauxhall Victor saloon, cream, heater; £595.

**WARWICK WRIGHT, Ltd.**, 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

**CONNAUGHT ENGINEERING** offer:—

1957 Vauxhall Victor Super, finished in grey, 18,000 miles, one owner, superb condition; £625.—Portsmouth Rd. (A3), Send, Surrey. Ripley 3122. [C1132]

**GUY SALMON AUTOMOBILES** offer:—

1958 (November) Vauxhall Victor estate, haven blue and ivory blue trim, 2,800 miles, heater; £850 (also new series I at reduced price).—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

**GLANFIELD LAWRENCE, Ltd.**, offer:—

1959 Vauxhall Victor, 1,500 miles only, completely unmarked; £725—407, High Rd., N.12. Finchley 0091. [C2053]

1958 Victor Super, two tone, 8,000 miles; £695.

**DUNSDON & ELLIS**, Ace of Spades, Great West Rd., Hounslow, Midx., Tel. Hounslow 5476. [C1195]

1957—58 Victors and Victor Supers in various colours, all in excellent condition; from £575.

**KJ MOTORS, Ltd.**, Widmore Rd., Bromley, Ravensbourne 3456. [C5607]

1958 Vauxhall Victor Super, empress blue, fitted heater, as new throughout; £690.—Paddington 0766. [C5502]

1958 Vauxhall Victor, blue, one owner, 11,000 miles; £670.—Dawson Motors, Ltd., Ewell By-Pass, Ewell, Surrey. Ewell 2382. [C2128]

1958 Vauxhall Victor Super; £675.—Anthony R. Hill, Ltd., Empress, Archway Rd., Leagrave, Beds, Luton 51515. [C2142]

1957 Vauxhall Victor Super saloon, grey, heater, well maintained by country distributors, £595; and another at £550.

**GARAGE SERVICE CO., Ltd.**, 9, Hoop Lane, Golders Green, N.W.11. Speedwell 4411. [C2019]

1957 Vauxhall Victor Super saloon, red duo tone interior, radio, heater, wing mirrors, Ace Rimbellshears, etc., 16,000 miles, one meticulous owner, taxed, new and guaranteed; £640.

**ALTWOOD GARAGE**, Altwood Rd., Maidenhead, A.Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 3076. [C1107]

1957 Vauxhall Victor, blue, one careful owner, fitted radio, in immaculate condition; £585.—Arnott's Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167]

1958 Victor Super, smart duotone, black cream, heater, radio, foglamps, special seat fittings, screen washers, excellent condition; £650.—Haslemere 2605. [C9467]

**Vauxhall Victor Cars Wanted**—**BENHILL MOTORS, Ltd.**, Bedford House, High St., Sutton, wish to purchase good used recent Vauxhall Victors with small mileage, Tel. Vigilant 6192. [W1140]

## VAUXHALL WYVERN

1954 Vauxhall Wyvern, one owner, heater; £445.—Robbins, East Putney, Tel. 7881. [C3010]

## VAUXHALL WYVERN

**L. F. DOVE, Ltd.**, offer:—  
1956 Vauxhall Wyvern, blue heater £565.—  
L. F. Dove, Ltd., 44, Kingston Rd., London, S.W.19. Tel. Liberty 3456. [C1077]

**ENGINES RECONDITIONED, Ltd.**, offer:—

1956 Vauxhall Wyvern, one owner, low mileage, many extras; £550—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070]

!!!—1954 Vauxhall Wyvern de luxe saloon, 2 owners, 29,000 miles; choice 2.

£565—1956 Wyvern de luxe saloon, one owner, 26,000 miles; choice 2.

**LAMBS OF WOOD GREEN** (Established 1897)—100 cars, written guarantee; exchanges; easiest terms.—421-423, High Rd., Finchley, Finchley 6222. [C2052]

1956 black, heater, one owner; £565.—Campbell Symonds, Wembley 6262. [C1037/1]

1955 Vauxhall Wyvern, black, one owner, heater; £499.—Richard France, Ltd., 252-254, High Rd., Tottenham 0353. [C2118]

1956 Wyvern, one owner, heater, black beige interior, first-class condition and guaranteed at £565.—Campbell Symonds, Alpertown 1515. [C1037]

## VAUXHALL VELOX

**H. A. SAUNDERS, Ltd.**

1958 Vauxhall Velox saloon, green, green upholstery, recorded mileage 10,218, heater; £665.

**H. A. SAUNDERS, Ltd.**, 536-542, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4032]

**EFS MOTORS** offer:—

1957 model Vauxhall Velox, finished in white with tan upholstery, fitted many extras, good all round condition; £625.

**EFS MOTORS, Ltd.**, Kingston By-pass, Esher, Surrey, Esherbrook 3000. [C2112]

**RAYMOND WAY** offers:—

1957 Vauxhall Velox, in black with red interior, one careful owner, has been regularly maintained, mileage 10,000, heater and undereaved, strongly recommended; 579s.

300 first-class cars to choose from.—Raymond Way Motors, Kilburn N.W.6. Maida Vale 6044. [C9274]

**PEERLESS MOTORS** offer:—

1958 Vauxhall Velox, wedgewood blue, 15,000 miles, all extras; £575.—Bath Rd., Slough, Tel. 9594. [C9594]

**CONNAUGHT ENGINEERING** offer:—

1956 Vauxhall Velox, finished in maroon, 19,000 miles only, immaculate condition; £595.—Portsmouth Rd. (A3), Send, Surrey, Ripley 3122. [C1132]

**NAYLOR & ROOT, Ltd.**, (Established) 1920.

56 Velox silver straw red, htr., immaculate condition; £565.

**CLAPHAM JUNCTION**, S.W.11. Battersea 2252. [C3022]

1956 Vauxhall Velox, heater and extras; £535.—Robbins, East Putney, Tel. 7881. [C3010]

1953 Vauxhall Velox; £395; h.p. terms.—Willesden 4548. [C1154]

1955 Velox, heater, grey; £495.—Campbell Symonds, Alpertown 1515. [C1037]

1957 Velox, white, immaculate condition, heater, covers, one owner; £690.—Luton 4237. [C9463]

1955 (May) Vauxhall Velox saloon, search white/blue interior, heater, screen washers, etc., taxed, in immaculate condition throughout; £510.

**ALTWOOD GARAGE**, Altwood Rd., Maidenhead, A.Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 3076. [C1107]

1954 Vauxhall Velox, one owner, heater, guaranteed; £445; payments—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029]

1956 Vauxhall Velox, all extras; £620; choice of 3.—John Campbell Motors, Ltd., 415, Holloway Rd., N.7. North 4441, 6686. [C1036]

1953 Vauxhall Velox, excellent; £450.—Jack Williams Motors, Ltd., 169, Priory Rd., Horney, N.8. Mountview 5288. [C4111]

**AZ MOTORS** offer 1955 Velox, excellent sound condition, radio, heater; £499.—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

1955 Vauxhall Velox saloon, black, heater, screen washers, immaculate condition; £525.—Hale Motors Tot. 7771. [C2077]

1954 Vauxhall Velox, one owner, heater, in good order; £465.—Watts Garage, Tumbries Wells, Tel. Southborough 1000. [C4145]

1955 Vauxhall Velox saloon, beige, heater, immaculate; £535.—Carris Motors, Ltd., 104-6, Bromley Rd., Catford S.E.6. Tel. Hither Green 3451. [C1194]

1959 series Velox in Royal blue, fitted heater, clock, screen washer and centre arm rest, a one-owner vehicle in condition as new, having covered under 5,000 miles, offered at £100 under cost; £925.

**KJ MOTORS, Ltd.**, Widmore Rd., Bromley, Ravensbourne 3456. [C5608]

1954 (Sept.) Vauxhall Velox saloon, pale blue, spotless, one owner, heater, radio, excellent condition; £475; three months written guarantee, part exchanges.—MET Garages, Ltd., 409, Kilburn High Rd., N.W.6. Maida Vale 4801/7092. [C5151]

1956 Velox, taxed for year, 19,000 miles, fitted Laycock overdrive, completely equipped, radio, heater, screen washers, fog lamps, reversing lights, mirrors, shelf, good tyres; £585.—Tel. Ths. 3659. [C9455]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Vauxhall Velox Cars Wanted**  
BENHILL MOTORS, Ltd., Bedford House, High St., Sutton, Surrey, wish to purchase good used recent Vauxhall Velox saloons with small mileage.—Tel. Vigilant 8192. [W1140]

## VAUXHALL CRESTA

JACK SMITH offers:—

1957 (Sept.) Vauxhall Cresta, blue/ivory, 6,000 miles, guaranteed; £735.—23, Bruton Place, Berkeley Sq., London, W.1. Mayfair 0661. [C4062]

CROFTON GARAGE, Ltd.

1955 Vauxhall Cresta, finished in maroon and cream, radio, heater, absolutely unmarked, as new; £545.—132, Whitechapel Rd., Bishopsgate 3593. [C1139]

WARWICK WRIGHT, Ltd., offer:—

1958 Vauxhall Cresta saloon, 2-tone grey, red upholstery, radio and heater, 12,000 miles, £635.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.5. Cunningham 6050. [C4045]

COMPTON & FULLER, Ltd., offer:—

1958 Cresta, mountain rose/grey, radio, impeccable condition; £945.—Elmers End, Beckenham. Bec. 3570.

1958 Vauxhall Cresta, mountain rose/charcoal grey; £965.

WEST STREET MOTORS (CROYDON), Ltd., 6-7, Dingwall Rd., Croydon, Tel. Croydon 9311. [9363]

1958 (Nov.) duo-grey Cresta, l.h.d., 5,000 miles, radio, heater, etc.; £965.—Haslemere [9366]

1955 Vauxhall Cresta, very good condition; £525.—Cavendish Motors, Cavendish Rd., N.W.6, Willesden 0046. [C1121]

£499—1955 Vauxhall Cresta, 2-tone cream and silver, heater, superb condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009]

1955 (Sept.) Vauxhall Cresta saloon, white/red, heater, radio, immaculate; £535.—Carris Motors, Ltd., 104-6, Bromley Rd., Catford, S.E.6, Tel. Hither Green 3451. [C1194]

1955 Vauxhall Cresta, grey and cream, fitted all extras, 32,000 miles genuine; £535.—Fairgreen Motors, Ltd. (Vauxhall dealers), 34-37, Upper Green East, Mitcham, Tel. Mitcham 3833. [C2139]

1958 (April) Vauxhall Cresta saloon, laurel green/white, 13,000 miles, complete with radio, fog lamps and usual lux. equip., nicely kept throughout; £960.—E. J. Baker & Co., Ltd., Dorking 3822. [C1189]

## Vauxhall Cresta Cars Wanted

ALMOST new Cresta required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8895. [W5016]

BENHILL MOTORS, Ltd., Bedford House, High St., Sutton, Surrey, wish to purchase good used recent Vauxhall Cresta saloons with small mileage.—Tel. Vigilant 8192. [W1140]

## VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

It is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at 4-6, Berkeley Sq., W.1. Grosvenor 4328.

112 and 114, Wardour St., W.1. Gerrard 4343.

AND Western Ave., W.3. Acorn 4641. [0117 R]

"AUTORAMA" for Vauxhalls; consult us for genuine used car value.

GRAHAM BROS. (MOTORS), Ltd., The Autorama, 799-855, Chester Rd., Stratford. (Trafford 3311.) [0283 R]

## Vauxhall Miscellaneous Cars Wanted

SHAW & KILBURN, Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4328.

AND Western Ave., W.1. Acorn 4641. [0018 R]

ROWLAND SMITH'S, the Vauxhall buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018 R]

VAUXHALL cars, post-war models, urgently required.—Golly's Garages, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479 R]

## VETERAN CARS

WELHAM'S, Surbiton Hill Rd., Surbiton. Elmbridge 1873, buy and sell pre-1915 cars. [C4070]

## Veteran Cars Wanted

WANTED Hornsby car any condition.—Box 2797. [8994]

## VINTAGE CARS

£195.—1928 Bentley 4½-litre saloon.

£145.—1922 Maxwell tourer.

£110.—1930 Graham Paige saloon; two owners only.

£99.—1927 Morris Cowley tourer.

£80.—1926 Hillman saloon.

ALL the above cars in good running order.

CHEQUERS SPEED SHOP, Portsmouth Rd., Camberley. Tel. 1033. [9547]

## VOLKSWAGEN

ECL model (October, '55), fixed head de luxe, one owner; £575.

1956 model, 17,000 miles, one careful owner, excellent condition; £595.

1957 de luxe saloon, fixed head, 10,000 miles only, radio, etc.; £625.

(April) sun-roof saloon, nominal mileage, one careful owner, excellent condition throughout; £610.

EUROPEAN CARS, Ltd., 129, Old Brompton Rd., S.W.7. Fre. 7711. [C2137]

NEWNHAMS, Ltd.,

1957 Volkswagen de luxe saloon, low mileage, immaculate; £595.

NEWNHAM House, 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). [C5024]

BLACK & WHITE GARAGES

THE Midlands' leading specialists for Volkswagen cars, vans, pick-ups, Micro Buses, Karmann Ghias, Moto carvans.

FACTORY trained mechanics, largest stocks of spares and accessories in Midlands guaranteed used V.W.s, always available, send for lists. Distributors for Bosch and Hella Electrics (trade supplied); Continental tyres, full range available.

BLACK & WHITE GARAGES—Tel. 331 and 231 Part exchanges, hire purchase, insurance. [0201 R]

CRICKLEWOOD AUTOMOBILE Co.

1957, left-hand drive; £565.

1956, strato silver, immaculate; £565.

CRICKLEWOOD AUTOMOBILE Co.—Come and see our selection of Volkswagens or 'phone for details.

—63, Shoot-up Hill, N.W.2, Tel. Gladstone 4803. [C1179]

ELM AUTOSALES, Ltd., The VW specialists of the South offer:—

1952-3 VW de luxe, l.h.d., black, extras; a most beautifully maintained car; £425.

1956 VW de luxe, green, low mileage; £575.

1957 VW de luxe, one owner, polar silver, Continental bumpers, low mileage; £585.

1957 VW de luxe, beige, one owner, low mileage; £625.

1958 VW de luxe, light bronze, one owner, low mileage; £685.

1956 VW pick-up, one owner, plain blue; £375.

AND of course new de luxe saloons in choice of colours, vans, pick-ups and the fantastic motorcaravan—for immediate delivery from stock.

SALES Department, 66-68, Hatfield Rd., Wimbledon, S.W.19, Chesswood 1413. Service Department only, Wimbledon 4825/0472. [C2067]

1959 (Jan.) Volkswagen de luxe, Garnet red, 900 miles only, underseal, taxed, as new; £735.

THE BLACK HORSE GARAGE, 174-176, Sheer Rd., Richmond 6441. [C1116]

CHIPSTEAD MOTORS.—See display panel page 80. [C1046]

1957 (Aug.) VW de luxe saloon, American bumpers, excellent; £635.

1956 VW de luxe in Polar silver, one owner; £575.

1954 (Nov.) VW Microbus 8-str., new engine, provision for sleeping; £550.

WOODSGATE MOTORS, Ltd., Pembury, Kent. Tel. Pembury 130. [9571]

V&F MONACO MOTORS, the Volkswagen Specialists offer:—

1956 series d.l., sun roof, one owner, low mileage, extras; £715.

1958 d.l., one owner, silver blue, 7,000 miles, immaculate; £695.

1955 drop head coupe, one owner, low mileage, excellent throughout; £695.

1956 d.l., sun roof, one owner, polar silver, 21,000 miles, excellent condition; £695.

1955 series d.l., bronze, one owner, 32,000 miles; £495.

1957 series d.l., blue, 30,000 miles, immaculate, one owner; £595.

1956 d.l., fawn, moderate mileage, maintained by us and the concessionaires since new, perfect condition; £565.

1957 series van, double doors, one side, 20,000 miles only, one owner, new condition; £475.

1954 d.l., one owner, 39,000 miles, paintwork and chrome need attention, mechanically very good; £435.

MONACO MOTORS, official Volkswagen agents, choice new models in stock; h.p. and part exchange facilities; advertised mileage guaranteed. Showrooms: 363, Fulham Rd., S.W.10. Flaxman 4359. Service: Fre. 4414. [C1080]

1955 Volkswagen, green, grey leather, exceptional condition throughout; £495.

McLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560 6306-8. [C3083]

1956 Volkswagen de luxe saloon, coral, low mileage, immaculate; £585.—Central Newbury Motors, Ltd., Tel. Newbury 2000. [C1157]

DAVIES MOTORS offer an excellent selection of used Ford, Midlx. Ashford 3671-2. [C1080]

1959 Volkswagen Karmann-Ghia coupe, right-hand drive, registered March 1959, under 1,000 miles, as new; £1,275.

CHESHIRE BROTHERS, Ltd., Main Volkswagen Agents for Liverpool, Myrtle St., Liverpool, 7. Tel. Royal 6534. [9290]

1955 Karmann Cabriolet, silver blue, fitted many extras, unmarked condition throughout, 18,000 miles only; £625.

RIFFIN MOTORS (UXBRIDGE), Uxbridge Rd., Hillingdon, Uxbridge 6331. [C2145]

1948 (late), mech. perfect, tuned engine, uses no oil, works recon. gear box and clutch recently fitted, hilla, bodywork and interior v.g.c., colour silver grey; £295.—Tel. Hilt. 5418. [9459]

## VOLKSWAGEN

TOM ALLERY AUTOMOBILES.—1956 Volkswagen de luxe sun roof saloon, 15,000 miles, strato silver, as new; £585.—68, Hill Rd., Wimbledon 3948. [C1131]

1956 de luxe saloon, polar silver, genuine mileage, original condition; £580.—Boroughbury Garage, Peterborough 5876. [9343]

1959 Volkswagen de luxe saloon, diamond grey, works mileage only, owner unable accept delivery; offers please.—Box 2922. [9359]

COVENTRY & JEFFS, Ltd., 23, Whiteladies Rd., Bristol, 4 Tel. 37076. Main distributors for Bristol, Gloucestershire and Wiltshire. [0667 R]

KARMANN Ghia coupe, r.h.d., 1957 (Aug.), 7,000 miles, red and black, immaculate condition; £1,045.

Wadsworth, Moseley House, Burnley 3534. [9298]

MAY, 1957, Volkswagen Karmann Ghia, finished in Cognac and brown, in new condition throughout.—B.J. Motors, Ltd., Penketh 2311 (Lancs). [9566]

THE Volkswagen Centre for all enquiries and demonstration, overseas visitors' enquiries welcomed, the original distributors and specialists offer the following:—

1958 VW de luxe saloon, Capri blue; £695.

1957 VW de luxe saloon, sage green; £620.

1957 VW de luxe saloon, black; £605.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361, and Colborne Garage, Kent, Ltd., Manston, Kent. Tel. Manston 236. [0373 R]

1957 (September) Volkswagen de luxe, diamond grey, in spotless condition, fitted several extras, 13,000 miles, private sale; £615.—Tel. Shirley (Warwickshire) 2935. [9461]

1956 Volkswagen de luxe saloon, sun roof, blue, low mileage, very attractive, as new; £595.

Clubman Autos, Ltd., 138-142, High St., Tooting, S.W.17. Balham 3484. [C1161]

SWALTER SCOTT, Ltd., 1953 Volkswagen de luxe saloon, light bronze; £645; also 1956 polar silver; £535; both excellent.—39, College Cres., N.W.3 (Swiss Cottage Tube). Pri. 4466. [C4006]

1958 Volkswagen de luxe saloon, extras, radio, heater, anti-roll bar, windscreen wipers, undersealed, small mileage; £705.—S. V. Robinson, Kimbolton, Huntingdon. Tel. Kimbolton 232. [9226]

1957 Volkswagen de luxe, many extras, one owner, extremely well maintained; £625.—John S. Truscott, Ltd., 175, Westbourne Grove, W.1. Bayswater 4274. And "Truscott's Corner," Chepstow Place, Westbourne Grove, W.2. Bayswater 1861. [C4035]

1958 Volkswagen saloon de luxe, blue, extras include radio, anti-roll bar, reversing wipers, spot light, windscreen washers and special tool kit, one owner since new, nominal mileage; £795.—Ascot Service Station, High St., Ascot, Berks. Ascot 1189. [C1169]

## Volkswagen Cars Wanted

ROWLAND SMITH'S, the Volkswagen buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018 R]

D. C. G., the Volkswagen buyers.—Exeter Rd., N.W.2. Gladstone 7173. [W1072]

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. All years and models. [0980 R]

WANTED, really good second-hand VW, 1955-6.—Champ, 226, Wilmslow Rd., Tel. Gatley 5862 (Cheshire). [W1190]

ALL Volkswagen models wanted urgently.—The Hyde Motor Co., 153, The Hyde N.W.9. Colindale 7898. [W2133]

GOOD Volkswagen required immediately.—O. Edwards, 115, Amenbury Lane, Harpenden, Herts. Harpenden 2300. [W2300]

V&F MONACO MOTORS.—The Volkswagen buyers.—363, Fulham Rd., London, S.W.10. Tel. Flaxman 4536. [0300 R]

## Volkswagen Spares and Service

VW MOTORS, Ltd., sole Volkswagen concessionaires.—Genuine spare parts obtainable from 259, Plaistow Rd., London, E.15 (adj. Plaistow Station, District Line). Maryland 7601-5. Also 46-52, Lodge Rd., London, W.6. Cunningham 8000. [0647 R]

EUROPEAN CARS, Volkswagen distributors.

NOW offer increased service facilities in their newly extended workshop.

SPECIALISED repairs on Volkswagen by factory-trained mechanics.

LARGE new spare parts stores fully stocked.

129, Old Brompton Rd., S.W.7. Fremantle 7722. [0436 R]

MOORTOWN MOTORS, Ltd., of Leeds, for Volkswagen service and specialised repairs by factory trained staff.

MOORTOWN MOTORS, Ltd., Regent St., Leeds. Tel. 31894 (3 lines). [0880 R]

D. S. MOSS & SONS, Ltd., Repair Specialists, factory-trained mechanics.—5, Hempstead 2772. Watford, Watford 21671. [8240]

CRASH damage panel work and painting carried out; engines overhauled by VW-trained men; spares.—H. Harnett Car Sales, Ltd., 444-6-8, Brighton Rd., South Croydon. Tel. Uplands 8260 and 5012. [0086 R]

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361.—Genuine V.W. spares; c.o.d. postal service. Open all day Saturdays for reception, spares until 12.30 p.m. Crash work a speciality. [0995 R]

ESSEX VW distributors.—The Service Garages (South Eastern), Ltd., for prompt attention for VW spares; immediate c.o.d. service; factory-trained personnel and specialised equipment for all repairs. 85, East Hill, Colchester 2772. [0553]

V&F MONACO MOTORS, London's oldest specialists: service repairs, factory trained personnel, original V.W. equipment; spares posted c.o.d.; reconditioned engines, all V.W. accessories.—4, Astwood Mews, Courtfield Rd. (near Gloucester Rd. Station), London, S.W.7. Tel. Fremantle 4414. [0295 R]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

**1959** (Jan.) Volvo 122S, 5,000 miles, completely as new; £1,275.  
**WOKING MOTORS** (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277. [C4057]  
**VOLVO 122S**, red/ivory, one careful owner, 5,000 miles, safety straps, carpets, Servals exhaust and booster, washers, radio, twin lamps, immaculate; £1,500 o.n.o.—Abb. 7888. [C349]

## WOLSELEY

**EUSTACE WATKINS, Ltd.**, the sole London distributors.  
**1958** 1500, 4,000 miles only, finished in maroon/champagne, one owner, immaculate condition; £735. [C3063]

**1955** Wolseley 4/44, finished in black with red upholstery, excellent condition, one owner; £565. [C3063]

**EUSTACE WATKINS, Ltd.**, 12, Berkeley St., W.1 (Mayfair 5951); 399, London Rd., Croydon (Thorn-ton Heath 4285); or 12, Chelsea Manor St., S.W.3 (Flaxman 8181); 425-445, St. Albans Rd., Watford (Watford 31877). [C4046]

**H. BEART & Co., Ltd.**, offer:—

**1955** Wolseley 6/90 saloon, finished in black with red interior, fitted radio, heater, windscreen washers; this car has been well maintained by one owner; £635. [C3063]

**1958** model Wolseley 1500 saloon, finished in Yukon grey, with green interior, fitted heater, windscreen washers, carefully maintained by one owner; £675. [C3063]

**1955** Wolseley 6/90 saloon, finished in black with tan upholstery, fitted radio, in excellent condition throughout; £625.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3548. [C1081]

**GUY SALMON AUTOMOBILES** offer:—

**1956** Wolseley 6/90 saloon, green/grey hide, 24,000 miles, push-button radio; £695.—Portsmouth Rd., Thames Ditton. Emmerbrook 5551-2-3. [C4001]

**HENLYS** offer with 4 months' guarantee:—

**1956** Wolseley 6/90 saloon, grey with red interior; £795.  
**HENLYS**, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [C9536]

**1956** model Wolseley 4/44, magnificent performance and condition, one owner, heater; £595.  
**PREMIER MOTORS**, 295, Lewisham High St., S.E.13. Lee Green 1061. [C3063]

**1958** (Oct.) Wolseley 15/50 saloon, 822 miles only, showroom condition, many extras; £965.  
**AAC**, 34, Marine Parade, Worthing. Tel. Worthing 30212. [C9296]

**1958** Wolseley 15/50 saloon, heater, one owner, beige with red interior; £895. [C3039]

**PASS & JOYCE**, 184, Great Portland St., W.1. Museum 1001. [C3039]

**1956** (July) Wolseley 15/50 saloon, Yukon grey, 21,000 miles, taxed; £745.  
**THE BLACK HORSE GARAGE**, 174-176, Sheen Rd., Richmond 6441. [C1116]

**YES**—but if it's Wolseley—it's Sparks of Streatham Hill, S.W.2, your main depot.—Tulse Hill 3434. [C814/R]

**WOLSELEY 6/90**, 1956 model, radio and heater, superb condition throughout; £645; h.p. and exchanges.  
**TARNES MOTORS**, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480/0298. [C9497]

**BEARTS OF KINGSTON**—Wolseley distributors—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [C862/R]

**1954** 4/44, grey/red, heater, new battery, shock absorbers, relined brakes, immaculate, taxed year; £485.—Syd. 7144. [C4006]

**1956** Wolseley 6/90, grey and green; £675.—Pulvers of Coombe, Kingston By-Pass, S.W.20. Malden 3666-7. [C2113]

**1953** Wolseley 6/90; £345.—Jack Williams Motors, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5288. [C4111]

**1954** (Sept.) Wolseley 4/44, pale blue with grey interior, an extremely attractive car, remarkable value; £525.  
**PARKHOUSE CAR SALES, Ltd.**, 289, London Rd., Romford 43542. [C3116]

**1955** Wolseley 6/90, one owner, excellent condition throughout; £595.—Gavin Fairfax, Ltd., Virginia Water. Tel. Wentworth 3154. [C2099]

**1958** (Feb.) Wolseley saloon, Yukon grey and off white, heater, taxed December; £695.—F. L. Cranmore, Ltd., Tel. Potters Bar 2040. [C1062]

**1951** model Wolseley 6/90, above average; £275.—Ham. 221.  
**Barnes**, 315, Finchley Rd., N.W.3. [C1142]

**1952** (July) 6/80 saloon, black with grey leather, heater, new tyres, beautiful condition; £350.  
 —One, Lamballe Place, N.W.3. Hampstead 1222. [C9562]

**595** gns.—Wolseley 4/44 1955 saloon, birch grey, grey leather, heater, screen washers, carefully used, written guarantee; choice of 2; terms, exchanges.—Rowland Smith, below. [C4018]

**295** gns.—Wolseley 6/80 1950 saloon, leather, heater, very good condition, written guarantee; choice of 2; terms, exchanges.—Rowland Smith, below. [C4018]

**225** gns.—Wolseley 12, November 1947, saloon, sliding head, heater, excellent condition; terms, exchange; list; open 3-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

**1957** (August) Wolseley 1500 saloon de luxe, duo tone maroon and beige, heater, washers, etc., one owner, moderate mileage, almost as new and guaranteed; £685. [C1107]

**ALTWOOD GARAGE**, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends. Littlewick Green 3076. [C1107]

**AZ** MOTORS offer rare little 1947 Wolseley 8 4-door saloon, 3171, £225; grey/red interior, excellent and dependable; £175.—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

**15/50** 1958 Alhambra, green and grey upholstery, 12,000 miles, immaculate, 4 months' B.M.C. warranty; £875.—Woodcote Motor Co., Ltd., Epsom 1234. [C4145]

**1954** Wolseley 4 44 saloon, one owner since new, radio, heater, 1951, £225; grey/red interior, excellent condition throughout; £545.—Ascot Service Station, High St., Ascot, Berks. Ascot 1649. [C1188]

**4/50** 1952 model ivoiry, replacement engine, radio, heater, smart appearance, very good condition; £540.—Hurlock, 15, South Rd., R.A.F. Huntingdon, Huntingdon. [C949]

**LYTTELTON GARAGE, Ltd.**, Hampstead Garden Suburb, official Wolseley agents; quick deliveries, part exchange specialised service.—Lytelton Rd. (A1), N.2. Speedwell 3500 and 3550. [C4048/R]

**1948** Wolseley 25 7-passenger limousine, face forward, ward meeting seats, privately owned, any examination; £375; terms, exchanges.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034]

**1957** Wolseley 6/90 Mark I saloon, black, one owner, moderate mileage, in immaculate condition; £695.—The Bucks Motor Co., Ltd., The Station Garage, 24-26, Great Western St., Aylesbury. Aylesbury 2264. [C9225]

**1951** Wolseley 4/50 saloon, grey, one owner, excellent condition; £375.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. And Truscott's Corner, Chesham Place, Westbourne Grove, W.2. Bayswater 1861. [C4035]

**XXX** 1956 (August) Wolseley 15/50 saloon, grey with red interior, low mileage, heater, clock, two wing mirrors, screenwashers, pacights and reversing light, in beautiful condition throughout; written guarantee, terms, exchanges.—H. P. Edwards, 172/174, Kingston Rd., Ewell. Tel. Ewell 5101. [C9584]

**Wolseley Cars Wanted**  
**ROWLAND SMITH'S**, the Wolseley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

**NEARLY** new or small mileage Wolseley wanted for cash or part exchange.—Green & Sons, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028]

**Wolseley Spares and Service**  
**RAMSAY MOTORS, Ltd.**, 242-248, High St., Barnet 3240.—Spares 1937 onwards, sales and repairs. [C907/R]

**EUSTACE WATKINS, Ltd.**, Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls coachwork and reconditioned engines. [C2077/R]

**R. HARDY & SON** 55, Marylebone High St., W.1.—Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units spares and accessories.—Hunter 0942. [C517/R]

**HARD-SURFACED** rockers, exchange 6/- each; new bushes, shafts and many other spares from 1930 onwards; a.s.e. list.—Thompson's 106, Kingston Rd., Wimbledon, S.W.19. Liberty 8498. [C591/R]

**BEARTS OF KINGSTON** Wolseley distributors; factory reconditioned exchange engine, rear axle and gear box units; comprehensive stock of spares and accessories for all post-war Wolseley cars.—102, London Rd., Kingston. Tel. 3348. [C862/R]

These sections will close for press first post Monday

## COMMERCIAL VEHICLES

## NEW COMMERCIAL VEHICLES

**NEW** Austin A152 Omnicoach, 13-seater.—Richard France, Ltd., 252-254, High Rd., Tottenham 0353. [N2118/1]

**MORRIS** Commercial 13-seater Minibus, immediate delivery.—Herd's Garage & Eng., Ashford, Middx. 2084. [N2132]

**A35** Scvt van, spruce green, passenger seat; list.—W.6. Fulham 0066. [N4095]

## USED COMMERCIAL VEHICLES

**MORRIS COWLEY** van, '53, heater, windows all round, in marvellous condition; £315; low mileage, recent new clutch and decoke. [C438/R]

**B. & M. GARAGES, Ltd.**, 42, St. Michaels St., Paddington 687. [C438/R]

**1957** (Sept.) Workabus, black, heater, radio, 19,000 miles, good tyres; £440.—Eton Garages, Windsor 2782. [C2153]

## USED COMMERCIAL VEHICLES

**JARVIS OF WIMBLEDON.**

**1958** Bedford Aristocrat by Kenex, attractively finished in grey, varnished woodwork, 12-seater; (3 months' guarantee); £550.  
**MORRIS** House, Morden Rd., S.W.19. Lib. 6221. 57, Hill Rd. S.W.19. Wim. 2526. [C2086]

**HENLYS** offer with 4 months' guarantee:—  
**1956** Ford 7cwt Thames van, heater, grey with grey interior; £345.  
**HENLYS**, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station). Euston 1966. [C9377]

**1957** Thames 7cwt van, grey, heater, passenger seat, really nice; £315.  
**GARAGE SERVICE CO., Ltd.**, 9, Hoop Lane, Golders Green, N.W.11. Speedwell 4411. [C2019]

**AUSTIN** 25cwt, 3-Way van, 1952, two owners, good condition; £150.—Mr. Mark, 91, Streatham Hill, London, S.W.2. Tulse Hill 6479. [C9527]

## MISCELLANEOUS CARS

**TRAYNOR MOTORS** offer:—

**£856**!!!—New Austin A55 de luxe saloon. [C4052]

**£796**!!!—New Wolseley 1500. [C4052]

**£775**!!!—New A55 Metropolitan convertible. [C4052]

**£668**!!!—New Healey Sprite. [C4052]

**£495**!!!—1956 Gay-look model Hillman. [C4052]

**£453**!!!—New 1000 van. [C4052]

**£425**!!!—1956 Ford estate, as new. [C4052]

**£425**!!!—1954 A70 de luxe, one owner. [C4052]

**£355**!!!—1957 Morris 1000 van [C4052]

**£335**!!!—1956 A30 van one owner, as new. [C4052]

**EXCHANGES**, terms. [C4052]

**TRAYNOR MOTORS**, High St South, East Ham, E.6. Grangeview 2530. [C4052]

**ROBBINS**, 95, Upper Richmond Rd., Putney, always sell good cars; send for list; established 36 years. [C3010/R]

**BOND** 1955 197cc Family 4-str., nice cond., £189/10; Coronet 1958 230cc twin 2 1/2-str., 8-starter, one owner, £329/10; Heinkel 1957 de luxe, cabin heater, spare wheel, £299/10; Ietta 1957 300cc, Plus model heater, self starter, £169/10; Ietta 1958 300cc, Plus model bumpers, dual tone, £309/10; Morgan 1948 3-wheeler, 10h.p. super sports, recon. engine, £209/10; M'schmitt 1957 KR200 de luxe Cabriolet, self starter, £279/10; M'schmitt 1958 KR201 convertible de luxe, heater, £299/10; from 1/5th deposit up to 36 months to pay; highest part exchange allowance.—Claude Rye, 895/921, Fulham Rd., S.W.6. Renown 6174. [C9612]

**Miscellaneous Cars Wanted**  
**ROWLAND SMITH'S**, the car buyers; highest prices for all makes.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

**RAYMOND WAY** has unlimited cash available for popular makes, top price for super condition, one-owner cars.—Maida Vale 6044; open 9-8, 6 days a week. [C018/R]

**JARVIS & SONS, Ltd.**—Best buyers of low mileage J.Austin, Morris, M.G., Wolseley, Riley; write or tel. full particulars.—Morden Rd., S.W.19. Lib. 8221. 57, Hill Rd., S.W.19. Wim. 2526. [W2066]

**3-Wheelers Wanted**  
**CLAUDE RYE, Ltd.**—3-wheelers urgently required, top prices paid; h.p. a.c.s. settled.—899, Fulham Rd., S.W.6. Renown 6174. [C9933]

**AMBULANCES**  
**BEDFORD**, Austin, Morris, Ford ambulances, large stock, photos.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022]

**MOBILE SHOPS AND CANTEENS**  
**MOBILE** shops, canteens, offices, vehicles and trailers, large stock, photos.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022]

**MOTOR HEARSES**  
**HEARSES** and Hobbies in stock, immediate delivery; call and inspect. Brochure available.  
**A. LEA & SAUNDERS** (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102]

**FOR** sale, hearse, 1957 Austin 16h.p. front drive, Beazer type, 10,000, as new; £675.—Kilmont, 123, Shiner Road, G.O. Durham. Tel. Faversham 123. [C9306]

**MOTOR SCOOTERS**  
**COMERFORDS** for motor scooters, new and second-hand; 1,000 machines in stock.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C575/R]

**CLAUDE RYE, Ltd.**, the scooter people; come to us first; we have got all makes for immediate delivery! Buy now while stocks last; exchanges welcomed.—899, Fulham Rd., S.W.6. Renown 6174. [C0210/R]

**TAXICABS**  
**1949**—56 Austin taxicabs, diesel from £260; h.p.; taxicabs bought.—Overstrand Motors, Ltd., 62, Cottage Grove, London, S.W.9. Brixton 2350. [C018/R]

**1949**—52 Morris and Austin 3/4-door taxicabs, petrol and diesel from £150; convenient H.P. terms.—Palmer Motors, 3, Russell Gardens Mews, Kensington, W.14. Park 3704. [C3034]



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**W**EST STREET MOTORS (CROYDON), Ltd., 6-7, Dinkwall Rd., Croydon. Tel. Croydon 9311. (9362)

## MOTOR CARAVANS

**1955** Bedford Dormobile, 28,000 miles; £350.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. (C4051)

**T**HE Calthorpe Home Cruiser caravan on the famous Thames chassis, luxuriously appointed, 4 berth, calor cooking, spacious wardrobe space, unique folding roof.

**A**LSO immediate delivery on the Thames 12-seater estate cars.—Douglas Seaton, Ltd., Ford distributors. Yeovil 2131. (9315)

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**S**OUTHERN CARAVAN DISTRIBUTORS' new 1959 hire fleet: fully equipped and insured Continent or U.K.; no extras; early bookings for July/August advised; send for brochure.

**S**OUTHERN CARAVAN DISTRIBUTORS (BUSHEY), Ltd., School Lane, Bushey Herts. Tel. Bushey Heath 1086 and 2863. (0261/R)

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**T**OW bars London stocks; caravan hire fleet.

**S**ELF-DRIVE CARAVANS, Ltd., Branch Rd., Park-street Village, St. Albans, Parkstreet 3136. (0325)

**C**AR makers approve Witter towing brackets.—Witter, 134, Foregate St., Chester, 4. (0570/R)

**T**OWING brackets; over 180 designs for every type of car, from stock.—B. Dixon-Bate, Ltd., Chester 24034. (0376/R)

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**H**OLDER GRAISELEY caravan chassis, axles, ball couplings, jockey wheels, etc., sound design and superior workmanship.—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton. (0441/R)

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**A**.C. sale distributors, London and Middlesex.—European Cars, Ltd., 129, Old Brompton (S.W.7). Fre. 7711. (2137)

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**S**MORRIS & COMPANY, 40, Conduit St., W.1. Regent 0424 (6 lines).

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**T**HOMSON & TAYLOR (BROOKLANDS), Ltd., sole concessionaires United Kingdom.—Portsmouth Rd., Cobham 2848-9. (0826/R)

**C**OUNTY CARS, Ltd., 30, Oldham Rd., Manchester, sole northern distributors; complete sales and service, also spare parts.—Tel. Central 9257. (0838/R)

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**F**IRST and foremost in American cars.

**E**ARLY and immediate delivery.

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**R**HD Plymouth Fury, fully equipped; from £2,946.

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**N**EW American saloons and station wagons, choice of colours, and specifications.—91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4658-9. (N4028)

**1959** Chevrolet Impala; see our advert, under Chevrolet.—Atlantic Garages, Ltd. (T9047)

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**C**LARKE'S OF PIRBRIGHT, Ltd.

**A**RMSTRONG SIDDELEY area dealer for Guildford, Woking and Haslemere districts; 24-hour service.—Pirbright, Surrey. Brookwood 2201. (N1049)

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**L**YTTELTON GARAGE, Ltd., Hampstead Garden Suburb, official Armstrong Siddeley agents, quick deliveries, part exchange specialised service.—Lytelton Rd. (A1), N.2. Speedwell 3500 3350. (0886/R)

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**N**EW A35 saloons and A40 saloon; list price.—Ladbroke 1155. (N3027)

**M**AYFAIR and West End agents.—Austins for immediate delivery.

**R**IPCO, Ltd., Providence Court North Audley St., W.1. Hyde Park 2952-3-4. (N3052)

**K**IRKWAY, Ltd., main dealers, all models.—Wallingford, Surrey. Tel. 2000. (T9132)

**F**OREST HILL and Sydenham.—Huller Motors, Ltd., 144, Dartmouth Rd., S.E.26. Fre. 9351-2. (N2115/R)

**C**HALKWELL MOTOR Co., Ltd., for Austin.—West-cliff-on-Sea, Tel. Leigh-on-Sea 78247. (0345/R)

**N**OW you can choose your delivery of Austin A40 or A55 saloon; full market value for your present car.

**F**ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. (N2008)

**A**LL models, private and commercial.—Prynn & Stevens, Ltd., 37, Acre Lane, S.W.2. Brixton 9354. (0889/R)

**I**MEDIATE delivery of A35 van in island guise.—Burge & Ingills (Motors), Ltd., Willesden 4869/9354. (N4017)

**D**ORKING MOTOR Co. (1958) Ltd., for earliest deliveries A35 and A55 Mk II models.—Dorking 2256. (N1088 Ave., Hillingdon, Uxbridge 8588. (N2155)

## AUSTIN

**M**ARTIN WALTER, Ltd., offer delivery from stock, subject to remaining unsold, of the following new, unregistered Austins, at list price.

**F**ROM Folkestone (Tel. 3103, Ext. 64).—A95 Westminster de luxe saloon, Tweed grey with cherry dash, overdrive; A95 Westminster de luxe saloon, Island blue with Tweed grey dash.

**F**ROM Cliftonville (Tel. Thane 21247).—A95 Westminster de luxe saloon, Tweed grey and cherry; cherry hide upholstery, centre gear change.

**F**ROM Canterbury (Tel. 4282).—A95 Westminster de luxe saloon, Speedwell blue with Island blue dash; blue hide upholstery, overdrive, steering column gear change.

**F**ROM Dover (Tel. 1651).—A105 Vanden Plas de luxe saloon, Carlton grey with Regency grey dash.

**1959** Austin A55 de luxe, Grampian grey; list price, exchanges.—Maurice T. Bevins, Petersfinger, Salisbury. Tel. 4805. (9254)

**S**MITH & HUNTER stockists and serving agents, early deliveries; exchanges.—376, Kensington High St., W.14. Western 2312. (N4019)

**E**LEANOR MOTORS (STADIUM), Ltd.—All models, early delivery; h.p. part exchange.—98-106, Le Bridge Rd., Clapton, E.5. Amherst 6606. (0453/R)

**W. T. RICHARDS (BEXLEYHEATH), Ltd.**, for your new Austin car or commercial vehicle; part exchanges.—74-78 Broadway, Bexleyheath 1666. (0876/R)

**A**35 2-door saloon, basic model, tweed grey; list price.—Rey's Motors, Ltd., 75-75, Albany St., N.W.1. Euston 6994. (N4117)

**N**EW Austin A55 Series II on view; place your orders immediately.—Davies Car Centre, 22-34, Horn Lane, Acton. Tel. Acton 6731. (N1120)

**E**VANS & O'MALLEY, Austin dealers.—Immediate delivery most models.—Evans & O'Malley, Ltd., Lowndes St., Knightsbridge, S.W.1. Sloane 1353/1709. (0247/R)

**SW3**—Allery and Bernard, Ltd., Austin agents, delivery all other models.—372, Kings Rd., Chelsea, Flaxman 7345. (N1185)

**W**ILSONS, the Friendly Agents, for all Austin models; demonstrations arranged on new A55 and A95 automatic.—36-38, Acre Lane, S.W.2. Brixton 4011. (N4085)

**A**55 Mark II on display at Tebes & Tebes, Ltd., orders now accepted for this and all Austin models.—The Broadway, Mill Hill, N.W.7. Mill Hill 6642. (N3012)

**R. C. WIMBUSH, Ltd.**, Austin stockists, immediate delivery Healey Sprite, early delivery all other model; part exchanges welcomed.—312, Earls Court Rd., S.W.5. Frenantle 8401-2-3. (N4056)

**T**RINITY CARS, Ltd., offer immediate delivery of Austin A55, A95 and A105 saloons, also A35, A55, vans; part exchanges welcomed.—94, North Side, Wandsworth Common, S.W.18. Tel. Vandeyke 1168. (N4034)

**J**ACKSON'S GARAGE (GUILDFORD), Ltd., offer immediate delivery of Healey Sprite in most colours; also A95 de luxe saloons with either gear change; A55 Mark II on view, demonstrations available at Onslow St., Guildford. Tel. 66255. (6495)

**R**AYMOND WAY.—Most model Austins for immediate delivery; demonstration cars available for you to drive yourself at our greatly enlarged new car showrooms; hire purchase terms up to 4 years.—Kilburn, N.W.6. Mai 6044. (0827/R)

**H**ILLINGDON MOTORS Ltd.—A35 cars and vans, Healey Sprite and A90 saloons (auto) immediate delivery from stock; orders accepted for early delivery of A55 Mark II and A40.—Hillingdon Circus, Western Ave., Hillingdon, Uxbridge 8588. (N2155)

## NEW CARS FOR SALE

## AUSTIN

**CROYDON AUTOMOBILE Co.**—New A55, A40 for early delivery: immediate delivery Healey Sprite, A35, A36, hire purchase to your requirements; contract hire from £3/15 per week, self-drive hire; part exchanges—340-400, London Rd. Croydon. Tho. 3686 (10 lines). [0722/R]

## AUSTIN-HEALEY

**KINGS MOTORS (HOUNSLOW), Ltd.**

**A**USTIN Sprite, in blue, immediate delivery.—1, High St., Hounslow. Tel. 3532/2559. [N2049]

**N**EW Austin-Healey 100 Six, primrose and black, disc brakes, overdrive and heater, for immediate delivery: list price. [N2933]

**C. G. NORMAN (VICTORIA), Ltd.**, 50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [N2933]

**W**ILSONS, the Friendly Agents, offer immediate delivery Austin-Healey Sprite in pale blue.—36, Acre Lane, Brixton 4011. [N4085]

**I**MMEDIATE delivery Sprite, Iris blue, very simple deferred: wonderful service.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [N4019]

**A**USTIN-HEALEY Sprite, immediate delivery.—Johnson & Brown, 268-279, High St., Bromley. Ravensbourne 8841. [N2073]

**N**EW Austin-Healey Sprite, Iris blue, rev. counter, immediate delivery.—Richard France, Ltd., 252-254, High Rd., Tottenham 0553. [N2118/1]

**N**EW Austin-Healey Sprite, red, heater and rev. counter, immediate delivery.—Richard France, Ltd., 65-69, Lancaster Rd., Enfield 6727. [N2118]

**M**OOONS MOTORS, Buckingham Palace Rd., London, S.W.1, for the new Austin-Healey Sprite; immediate delivery: British racing green. [N4019]

**M**OOONS, Sloane 9185/8309. [0837/R]

**SW1**—Sprite, immediate delivery, green; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [N3045]

**S**PECIAL offer, all new B.M.C. sports cars at only 5% interest charge on hire purchase.—B.M.C. Sports Car Centre, 381, Kenton Rd., Kenton, Middlesex. Wordsworth 0251. [N3155]

**C**HAIN OF MIDDLESEX—Sprite, choice of leaf green, Iris blue, list price; from 10% deposit, up to 48 months to pay, part exchange possible.—Hanger Lane, Ealing, W.5. Perivale 4404. [N1045]

## BENTLEY

**G**ROSE, Ltd., Northampton

**O**FFICIAL Bentley retailer.

**S**HOWROOMS and Service.

**M**AREFIELD, Northampton Tel. 31682. [0569/R]

**W**ESSEX MOTORS SALISBURY,

**O**FFICIALLY appointed Rolls-Royce and Bentley retailers.

**N**EW models.

**T**EL.: Mr. Moules, Salisbury 3275. [N4087]

**H. A. FOX & Co., Ltd.**, officially appointed Bentley retailers and service agents.—Showrooms and Head Office, 5-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8822. [0138]

## BERKELEY

**P**INNER VIEW MOTORS, Middlesex distributors for Berkeley cars.—142, Pinner Rd., Harrow 0735/3510. [0386/R]

**K**ENT distributors for the new Berkeley; demonstrator available: immediate delivery.—Enterprise Garage, Canterbury, Tel. 4285. [N240]

**D**ISTRIBUTORS SURREY CAR Co., Ltd., 44, Richmond Rd., Kingston-on-Thames. Kingston 6340. 492cc model now in stock [0725/R]

**S**MITH & HUNTER agents, can deliver new models from stock; deferred, exchange.—376, Kensington High St., W.14. Western 2312. [N4019]

## B.M.W.

**S**OLE concessionaires for B.M.W. cars and motor cycles.—Please write for information, literature, etc. to Fraser Nash Cars, Isleworth, Middlesex. Isleworth 1011. [N2015]

## BOND MINICAR

**R**OWLAND SMITH'S for Bond Minicar.

**I**MMEDIATE delivery.

**P**ART exchanges; terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube) N.W.3. Hampstead 6041. [N4018]

**R**AYMOND WAY.—Immediate delivery of Mark F. all colours.—Kilburn Bridge, N.W.6. Mal. 6044. [0839/R]

**C**LAUDE RYE, Ltd., for your new Bond Minicar: immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [0919/R]

**B**OURNEMOUTH.—Kenbourn Motors, Ltd., your local Bond distributors.—332, Chalmers Rd., Winton 1802. [0022/R]

## BORGWARD

**M**ETCALFE & MUNDY, Ltd., sole concessionaires 280, Old Brompton Rd., London, S.W.5. Fre. 5471 0186-7. [N3064]

**C**OUNTY GARAGE.

**S**OLE Hansa distributor for Lancashire and Cheshire.—Demonstrator available.—County Garage (Manchester), Ltd., Sackville St., Manchester. 1. Central 8011. [0039/R]

**B**URN'S STATUE GARAGE, Ayr.—Sole distributor for Scotland. Tel. Ayr 6336. [0480/R]

## BORGWARD

**D**ENHAM MOTORS (EAST MOLESEY), Ltd., offer:—

**B**ORGWARD Isabella Combli estate car, immediate delivery, finished in silver grey with red interior: £1,321/7.—Molesey 5485. [T9145]

**M**OST of Surrey, part of Hants! Immediate delivery of some models.

**C**OOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [N1057]

**D**ERBYSHIRE distributors.—W. Machent & Son, Ltd., Lockford Lane Garage, Chesterfield. Tel. 4615. [0635/R]

**C**HIS STEELE CARS, Ltd., Borgward distributors North Kent.—Mason's Hill, Bromley, Ravensbourne 9647. [0375/R]

**G**ARLAND'S OF WARRINGTON for the sensational Borgward; distributors for parts of Lancashire and Cheshire.—Tel. Warrington 35515. [0087/R]

**S**OLE London distributors.—Rodney Howard & Co., Ltd., 16, Albemarle St., W.1. Tel. Hyde Park 7166. [0964/R]

**Y**ORKSHIRE—Borgward distributors, demonstration cars available; service after sales.—Union Garage, Horbury Rd., Wakefield. Tel. 2193. [0030/R]

**E**AST SURREY and West Sussex sole distributors, demonstrations, early deliveries: full spare parts service.—F. Fairman & Sons, Ltd., Horley, Surrey. Tel. 17. [0319/R]

**R**EG TIMMS, Beds and Bucks distributors, offer delivery of all models, including TS Combli, etc.; demonstrations anywhere, any time.—16, North St., Leighton Buzzard, Beds. Tel. L.B. 2496/2651. [N4140]

## BRISTOL

**A**NTHONY CROOK MOTORS, largest distributors in the world and leading specialists since the car's origin, are the obvious choice for the new 406.—High St., Esher, Tel. 4590; and Hersham, Walton 697. 20 minutes Waterloo. [N1063]

**R. F. FUGGLE, Ltd.** (established 1906), Bristol distributors, invite present and potential Bristol owners to use our facilities for a trial of the new 406.—Bushey Heath, Herts. Tel. 1685. [N2017]

## CHEVROLET

**A**TLANCIC GARAGES, Ltd., 157, Hoylake Rd., Moreton, Wirral, Cheshire. Tel. Arrowbrook 2215. Chevrolet agents in the north, offer for immediate delivery.

**1959** Chevrolet Impala 4-door sports sedan, right-hand drive, automatic, immediate delivery, hire-purchase terms 10% deposit and balance over 4 years. [T9047]

**1959** Chevrolet, the car of the year; fully automatic r.h.d. models immediately available.—British & Colonial Motors, Ltd., 77, St. Martin's Lane, London, W.C.2. Temple Bar 3588. [0282/R]

## CHRYSLER

**J**OE THOMPSON (MOTORS), Ltd., London distributors.

**N**EW Chrysler saloons and station wagons, choice of colours, and specifications.—91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858-9. [N4028]

**L. A. MITCHELL (MOTORS), Ltd.**, distributors for Dodge and Chrysler products, offer:—

**R**.H.D. Plymouth and Dodge saloons, in various colours.—For demonstration phone Bal. 2234. 1, Balham High Rd., S.W.12. [0558/R]

**S**EE under Plymouth and Dodge.—Simpsons of Wembley, 345, High Rd., Wembley 3903/8691/4422. [N4015]

## CITROEN

**C**ROYDON AUTOMOBILE

**C**OMPANY, authorised dealers; factory trained mechanics, full service facilities; drive our demonstrator yourself and experience this new type of motoring.—340-400, London Rd., Croydon. Thornton 3686 (10 lines). [0791/R]

**C**ITROEN distributors for North-West Middlesex, the county of Hertfordshire and Bedfordshire.

**DS19** ID19 and 2CV models available for inspection; tel. write or call to-day for details of a demonstration run.

**LEX** The Ace, North Circular Rd., N.W.10. Elg. 5585-9. [N3034]

**C**ONNAUGHT ENGINEERING offer:—

**N**EW thunderclou grey DS19, list price; Ivory DS19, 2-tone blue, list price; ID19 demonstration with Connaught conversion.—Portsmouth Rd. (A3), Send, Surrey. Ripley 3122. [N1132]

**C. G. NORMAN (WESTMINSTER), Ltd.**

**C**ITROEN sole distributors for London, Essex and Kent; early delivery.—31 Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0279/R]

**W**ORTHINGTON MOTORS, Ltd., Sussex distributors; early delivery.—Broadwater Rd., Worthing. Tel. 71. [0212/R]

**C**ONNAUGHT ENGINEERING, the Surrey Distributors for Citroen. Open 7 days a week. Demonstrations given without obligation.

**P**ORTSMOUTH Rd., Send, Surrey. Ripley 3122. [0503/R]

**B**ROMLEY HILL GARAGE, Ltd., Croydon Area Dealers, North Kent, ID and DS demonstration cars available.—Bromley Hill, Bromley, Kent. Rav. 1194. [N2829]

**SW1**—Immediate delivery ID19 from stock; terms; generous exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [N3048]

## CITROEN

**J**OHNSON S. TRUBSCOTT, Ltd., for Citroen, our demonstration car is here for you to drive and see why Citroen won the Monte Carlo Rally.—173, Westbourne Grove, W.11. Bayswater 4274. [N4035]

## DAIMLER

**G**REENHILL MOTOR Co. offer:—

**E**ARLY delivery of the new Daimler Majestic.—March Rd., Pinner, Middx. Pinner 9888. [N2125]

**D**ORKING MOTOR Co. (1959), Ltd., distributors, for early delivery Majestic; demonstration car available.—Dorking 2256. [N1088]

## D.K.W.

**S**OLE concessionaires, Mercedes-Benz (Great Britain), Ltd. Great West Rd., Brentford, Middx. Isleworth 2151. [0192/R]

**D**ERBYSHIRE main agents.—W. Machent & Son, Ltd., Lockford Lane Garage, Chesterfield. Tel. 4615. [0637/R]

**A**LL sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser Nash Cars, Isleworth, Middlesex. Isleworth 1011. [N2125]

**S**OLE distributors greater Manchester area, sales and service, demonstration cars available.—Schenk Motor Engineering Co., Ltd., 465, Stretford Rd., Manchester, 16, Tel. Tra. 0323. [N2859]

## DODGE

**S**IMPSON'S OF WEMBLEY.

**L**ONDON area distributors.

**R**HD Dodge Custom Royal, fully equipped; £3,348. 345 High Rd., Wembley. Tel. Wembley 8691/3903/4422. [N4015]

**J**OE THOMPSON (MOTORS), Ltd., London distributors.

**N**EW Dodge saloons and station wagons, choice of colours, and specifications.—91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858-9. [N4028]

## FACEL VEGA

**H**WM.—Sole concessionaires, demonstrations.

**H**W MOTORS, Ltd., Walton-on-Thames 2404-5-6-7. [0112/R]

## FIAT

**J**. DAVY, Ltd.

**D**ISTRIBUTORS for West London.

**500** convertible.

**600** saloon, convertible and Multipia.

**1100** saloon.

**I**MMEDIATE delivery, choice of colours.

**D**EMONSTRATION on all models.

**180**—184, Kensington High St., W.8. (Wes. 7181); 68, North Row, Marble Arch, W.1. Hyde Park 2311. [N1069]

**FIAT**—Flat (England), Ltd., Water Rd., Wembley. Tel. Perivale 5651.

**S**OLE concessionaires in Great Britain and Northern Ireland for Fiat.

**S**PARENS and service, Distributors and dealers throughout the country. [0174/R]

**B**LUE STAR GARAGES, Ltd., Rossmore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [0986/R]

**C**ONNAUGHT ENGINEERING for all models.—Portsmouth Rd., Send, Surrey. Ripley 3122. [N1132]

**H. C. PAUL, Ltd.**, 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621-2.—Immediate delivery of Fiat cars. [N5040/R]

**SW1**—Immediate delivery all models; exchanges welcomed; terms.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [N3045]

**H**ORNBY PARK MOTORS, Blackpool 26633.—Distributors for N. W. Lancs, Cumbria and Westmorland. All models supplied. [N2035]

**M**AYFAIR GARAGES, Ltd., Fiat stockists and specialists, all models, exchanges, lowest H.P.—Bishops Bridge Rd., W.2. Amb. 1061. [N3005]

**P**REMIER MOTORS, Fiat distributors, all new models; terms, exchanges; sales, spares, service.—295, Lewisham High St., S.E.13. Lee Green 1051. [N3083/R]

**D**ENHAM MOTOR SALES, Ltd., distributors, offer cars available.—Oxford Rd., Denham, Bucks. Tel. Denham 3111. [0531/R]

## FORD

**W**M

**W**ELBECK MOTORS, Ltd.

**F**AMOUS for Ford.

**A**LL Ford models are now on show and there's no waiting for delivery; every Ford is here ready for you to buy and take away immediately; instant valuation of your part exchange and excellent service-after-sales make it very pleasant to deal with.—Welbeck Motors The Welbeck Building, 109, Crawford St., London, W.1. Welbeck 1139. [N4049]

**W**EST END.

**P**HONE Arthur E. Gould, Ltd., for all new Ford cars and service.

**A**RTHUR E. GOULD, Ltd., 290, Regent St., London, W.1. Museum 1525. [0102/R]

**R**OWLAND SMITH'S for Ford.

**I**MMEDIATE delivery most models.

**P**ART exchanges, self-financed terms, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

## NEW CARS FOR SALE

## FORD

PREFECT de luxe, Richmond blue.

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green, N.W.11. Speedwell 4701. (N2141)

DAGENHAM MOTORS, Ltd., Ford main dealers.

PARK Lane, W.1 Hyde Park 4866; 6, Balderton St., W.1. Cryd. 4070; 374, Ealing Rd. Alington, Middx. Perivale 3588; and 6-8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 6161; 300, Norwood Rd., S.E.27, Gipsy Hill 7671; 114, Queensway, Baywater, W.2. Park 1511; Thames House, Wellington St., S.E.18. Woolwich 771; Crossways Service Station, 729, Sidcup Rd., Eltham, S.E.9. Tel. Eltham 0131. (N1066/R)

IMMEDIATE delivery new Ford Anglia, Prefect and Consul.

TAYLOR & CRAWLEY, 12a, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 6881. (N4306)

NEW Anglia, Prefects and Consul; list price.—Ladbroke 1155. (N2027)

MAYFAIR and West End agent.—Fords for immediate delivery.

R.P.O. Ltd., Providence Court, North Audley St., W.1 Hyde Park 2952-3. (N3052)

CONNAUGHT ENGINEERING for all models.—Portsmouth Rd., Send, Surrey. Ripley 3122. (N1132)

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401. (N2058)

FORD Anglia de luxe saloon in beige, arm Ford Consul, grey, early delivery. (N2058)

DISPATCH MOTORS for immediate delivery of all Fords.—Tel. Waterloo 4959. (N1164)

NEW Zodiac; immediate delivery; list.—Lee Green 1835. (N1184/1)

FOREST HILL and Sydenham.—Hillier Motors, Ltd., 144, Dartmouth Rd., S.E.20. For. 9351-2. (N2115/R)

BLUE STAR GARAGES, Ltd., Rossmore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. (N0987/R)

BASIL BOY, Ltd.—Immediate delivery all models. 161, Great Portland St., W.1. Len. 7733. (N263/R)

CONSUL, Newark grey.—New Cross Motor Co. (London), Ltd., 182, New Cross Rd., S.E.14. Tel. New Cross 0688. (N3113)

FORDS all models.—Enquiries to Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

ANGLIA standard saloon, Dover white, heater, rear upholstery, list, exchanges.—West London Motors, 205, Fulham Palace Rd., W.6. Fulham 0066. (N4095)

COULSDON, H., Harmer (Coulson) Ltd., retail dealers.—272, Chipstead Valley Rd., Coulsdon, Downland 2255. (N0690/R)

KDM & CHERINGTON, Ltd., for new Fords; exchanges & H.P.—9, Albemarle St., W.1. Grosvenor 5551. (N2034)

CMS, Ltd., Lewisham, for all new Fords; generous part exchanges and terms.—546, Lewisham High St., S.E.13. Lee Green 1835. (N1184)

R. C. WIMBUSH, Ltd., Ford stockists, early delivery all models; part-exchange welcomed.—312, Earls Court Rd., London, S.W.5. Fremantle 8401-2-3. (N4058/R)

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 1271 (10 lines). (N0988/R)

EVANS & O'MALLEY, Ford dealers.—Immediate delivery most models.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353/709. (N268/R)

NOW you can choose from the complete Ford range, selection of Anglia and Prefect, Consul saloons only limited choice left; full market value for your present car.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. (N2008)

ADLARDS MOTORS, Ltd., Acre Lane, Brixton, S.W.2. Main Ford dealer; consult us for delivery of all Ford models; overseas residents' enquiries welcomed.—Export Dept., Brix. 6431-2-3-4-5-6. (see also Allard). (N0864/R)

RAYMOND WAY.—Most model Fords for immediate delivery; demonstration cars available for you to drive yourself at our greatly enlarged new car showrooms; hire purchase terms up to 4 years.—Kilburn, N.W.6. Mal. 6044. (N079/R)

SERIES II Zephyr, Richmond blue, Prefect, Richmond blue, Prefect de luxe, Durham beige, Anglia de luxe, Newark grey, Popular, Newark grey, Scott van, primer; Thames caravan conversion by Martin Walter, in ivory; all immediate.—John Trigg, Ltd., Esher 2255. (N4086)

## AMERICAN AND CANADIAN FORD

GB MOTORS, Ltd., offer:—

NEW Ford Fairlane 500 town sedan and all other new Canadian and American models.

DURGATES, Wadhurst, East Sussex. Wadhurst 68. (0550/R)

## FRAZER NASH

REQUESTS for literature to the manufacturers.—Fraser Nash Cars, Isleworth, Middlesex. Isleworth 1011. (N2015)

## FRISKY

WIGGS & SON, Ltd., for sales and service.—179a, Peckham Park Rd., S.E.15. New Cross 1241. (N3114)

WILLIAMS MOTOR CO. (MANCHESTER), Ltd., your Lancashire, Cheshire, Westmorland, Cumberland and North Wales distributor.—5, Trafford St., Manchester, 3. Tel. Blackfriars 0679. (N3129)

## GOGGOMOBIL

CONCESSIONAIRES for U.K.

93.—85, Old Brompton Rd., London, S.W.7. Knightsbridge 7705. (N4115/R)

CLAUDE RYE, Ltd., for your brand new 1959 Goggomobil; immediate delivery; terms, exchanges.—895-921, Fulham Rd., S.W.6. Renown 6174. (0410/R)

## HEINKEL

ROWLAND SMITH'S for Heinkel.

IMMEDIATE delivery; choice of colour.

TERMS, exchanges. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 9041. (N4018)

RAYMOND WAY for the largest selection of Heinkel three-wheelers in all colours.—Kilburn Bridge, N.W.6. Mal. 6044. (N0829/R)

NW10.—Your Heinkel agent; exchanges, cars, motor cycles.—Slocombe, Ltd., Willesden 4669/3934. (N4017)

CLAUDE RYE, Ltd., for your new Heinkel immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. (N0920/R)

## HILLMAN

NEWTON.

OFFERS full Hillman range for early delivery; the most favourable terms in the country.

1% deposit, 4½% interest, 60 months to pay.

NEWTONS OF WEMBLEY, Newtons Corner, Wembley Park (opposite Wembley Town Hall). Arnold 5252. (N0796/R)

REIGATE.

MAIN Hillman dealers.

CATERHAM MOTOR Co., Ltd., Bell St., Reigate 2245. (N1187)

GB MOTORS, Ltd., offer:—

FULL range of Hillmans for immediate delivery.

DURGATES, Wadhurst, East Sussex. Wadhurst 68. (0542/R)

NOEL BELL, Ltd., Hillman dealers.

FULL range of all Hillman models always in stock; full market value for your present car; free service vouchers issued for use in your own area; 10% deposit, balance over 4 years, lowest possible interest rates.

NOW on show:—

NEW Hillman Minx saloon, antelope/foam grey.—Putney 7851. (N1153)

HILLMAN Minx de luxe saloon, ocean blue.

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green, N.W.11. Speedwell 4701. (N2141)

HILLMAN de luxe Series III in stock.—Waterloo 6162-3. (N1174)

BARNET area.—Hillman main dealers.—Hadley Green Garages, 202-204, High St., Barnet 0332. (0411/R)

THE "nationally known" Hillman people give quickest delivery anywhere; we are pleased to take your present car in part exchange.

AUTOMENDERS, Ltd., 410, Up. Richmond Rd. West, East Sheen, London, S.W.14. Prospect 6803 or Riv. 8291. (N0297/R)

W11.—Hillman Husky, foam grey/charcoal, available from stock.—G. E. Widden & Co., W.1. Park 4949. (N4155)

SW18.—Full Hillman range on show; new h.p. rates.—Walter Sheehy, 89, East Hill, Wandsworth S.W.18. Vandyke 2268. (N0824/R)

SW7.—New models always in our showrooms; for favourable delivery see Brew Brothers, Ltd., 133, Old Brompton Rd., Fre. 3533. (N1063)

SMITH AUTO Co., Ltd., area dealers for Rootes Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 2115 (3 lines). (N0668/R)

SAUNDERS ABBOTT, Ltd., 1, Wickham Rd., Beckenham, Kent, offer immediate delivery of new de luxe special models; terms and exchanges welcomed.—Beckenham 7276. (N4146)

MICHAEL CHRISTIE MOTORS, Aylesbury, for the wonderful Alexander Minx, twin cars, 70 h.p. Laycock o.d. third and top, centre change, re-styled coachwork, etc.—Tel. 4727. (N1094/1)

CITADEL MOTORS OF CARLISLE, Ltd., offer the complete new Hillman range; first-class attention and delivery irrespective of distance.—55-59, Warwick Rd., Carlisle. Tel. Carlisle 25122. (N0405/R)

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NEWTON.

OFFERS full Humber range for early delivery; the most favourable terms in the country.

1% deposit, 4½% interest, 60 months to pay.

NEWTONS OF WEMBLEY, Newtons Corner, Wembley Park (opposite Wembley Town Hall). Arnold 5252. (N0792/R)

REIGATE.

MAIN Humber dealers.

CATERHAM MOTOR Co., Ltd., Bell St., Reigate 2245. (N1187)

METROPOLIS GARAGES Ltd.

NEW Humber Hawk with overdrive, Corinth blue, Windsor blue, for demonstration and early delivery.

METROPOLIS GARAGES, Ltd., 227, Hammersmith Rd., W.6. Riverside 9071. (N0897/R)

NOEL BELL, Ltd., Humber dealers.

FULL range of all Humber models always in stock; full market value for your present car; free service vouchers issued for use in your own area; 10% deposit, balance over 4 years; lowest possible interest rates.

NOW on show:—

NEW Humber Super Snipe estate car, automatic, smoke green/sage green; £1,915/17. (N1153)

NEW Humber Hawk, seal grey/dawn mist; £1,261. Putney 7851. (N1153)

BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0332. (0412/R)

## HUMBER

GB MOTORS, Ltd., offer:—

NEW Humber range for immediate or early delivery.

DURGATES, Wadhurst, East Sussex. Wadhurst 68. (0543/R)

NEW Humber Super Snipe, blue; £1,495/17.—G. E. Harper, Ltd., London Rd., Stevenage. Tel. 700. (N8920)

THE "nationally known" Humber people give quickest delivery anywhere; we are pleased to take your present car in part exchange.

AUTOMENDERS, Ltd., 410, Up. Richmond Rd. West, East Sheen, London, S.W.14. Prospect 6803 or Riv. 8291. (N0297/R)

W11.—Humber Super Snipe, dawnmist/seal grey available from stock.—G. E. Widden & Co., W.1. Park 4949. (N4155)

HUMBER Super Snipe, dual grey, automatic, power steering; list price.—Ruislip Motors, Ltd., West End Rd., Ruislip. Ruislip 4340. (N1914)

SW7.—New models always in our showrooms; for favourable delivery see Brew Brothers, Ltd., 133, Old Brompton Rd., Fre. 3533. (N1063)

SE26.—New Humber Hawk, Windsor blue/Corinth blue, immediate delivery.—Maythorpe Motor Co., 42, Sydenham Rd., S.E.26. Tel. Syd. 6827. (N3035)

CITADEL MOTORS OF CARLISLE, Ltd., offer the complete new Humber range; first-class attention and delivery irrespective of distance.—55-59, Warwick Rd., Carlisle. Tel. Carlisle 25122. (N0737/R)

NOEL ROSCOE, Ltd., exclusive Rootes dealer.—Humber Hawk saloon, dawn mist/seal grey, red high from stock; open 7 days. (N1914)

High Rd., Byfleet, Surrey. Tel. 270/4199. (N3131)

SMITH AUTO Co., Ltd., area dealers for Rootes Group, offer favourable delivery of the new Humber range.—145, London Rd., Croydon. Croydon 2115 (3 lines). (N0668/R)

HUMBER Super Snipe saloon, black/blue/black, automatic transmission, power operated steering, immediate delivery at list, part exchanges.—M.E.T. Cars Ltd., 409, Kilburn High Rd., N.W.6. (N3151)

## ISETTA

DAVID HARRISON, Ltd.

THE company in Scotland handling the incredible Isetta, immediate delivery from stock; colour selection available.—78-80, Haymarket Terr., Edinburgh. Tel. Edinburgh 68836. (N0981/R)

CONTINENTAL SCOOTERS, 225-7, Westminster Rd., S.E.1. Waterloo 3105, and branches for the Isetta; part exchanges and hire purchase. (N3078)

CLAUDE RYE for your new 3- or 4-wheel Isetta; immediate delivery; terms, highest exchange allowance.—899, Fulham Rd., S.W.6. Renown 6174. (N0277/R)

AFN, Ltd., offer immediate delivery of BMW600 and British Isetta 300 plus and standard three-wheeler, demonstrator available.—Falcon Works, London Rd., Isleworth, Isl. 1011. (N2015)

GOPFREYS, Ltd.—Immediate delivery Isetta Runabout; demonstrations, terms, exchanges.—Bushwood Corner, Leytonstone, E.14. Van. 5101. Also at Croydon, Gt. Portland St., W.1. Tottenham Forest Gate and East Ham. (0465/R)

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HENLYS, Ltd.

ENGLAND'S largest Jaguar distributors.

DEVONSHIRE House, Piccadilly, W.1 (Hyde Park 9151).

HENLY HOUSE, 385 Euston Rd., N.W.1. (Euston 4444).

MANCHESTER.—1-3, Peter St., (Blackfriars 7643; 0153/R)

HALLS.

AREA dealers for Jaguar cars.

DEMONSTRATIONS, part exchanges, h.p. terms

HALLS (FINCHLEY), Ltd., 886, High Rd., North Finchley (Tally Ho!), N.12. Hill 1044. (N0975/R)

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THE largest retail stockists in Kent, suggest you contact them immediately for the new Jaguar you require so urgently.

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JAGUAR our speciality!

WE may be able to help with the model you are looking for, all models on show.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. (N1057)

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JAGUAR specialists with factory-trained mechanics for specialised service; we also specialise in Borg-Warner transmissions.

ALL models.

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MARSTON MOTOR Co., Ltd.

JAGUAR retail stockists invite your enquiries, models on view, competitive delivery, part exchanges.

SEVEN SISTERS Rd., Tottenham, N.15. Tel. Stamford Hill 8000. (0179/R)

ROWLAND SMITH'S for Jaguar.

PART exchanges, any distance, self-financed terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N1918)

JAGUAR Mark IX on view.—Davies Car Centre, 22-34, Horn Lane, Acton, W.3. Tel. Acton 6791.

KJ MOTORS.—Jaguar area dealers; export/home delivery.—Bromley, Kent. Ravensbourne 3456. (0286/R)



## NEW CARS FOR SALE

- JAGUAR**  
**SMITH MOTORS OF DULWICH**, 101, Barry Rd., S.E.22, New Cross 6611; enquiries invited for all Jaguar models, competitive delivery. [0302/R]  
**KDM & CHERRINGTON**, Ltd., for Jaguars, exchanges & H.P.—9, Albemarle St., W.1. Grosvenor 5551. [N2054]  
**MICHAEL CHRISTIE MOTORS**—Now on view, 2.4, 3.4, Mark VIII, Mark IX saloons, licensed demonstrators available.—Aylesbury 4767. [N1094]  
 If not contact the proud distributors in the west of England for that 2.4, 3.4-litre XK or Mark VIII, you are so eager to own?  
**A TRANSACTION** with us will be completed in the centuries-old tradition created by Bristol merchants—"All shipshape and Bristol Fashion."  
**WESTERN MOTORS**, Tel. 26504, Park Row, Bristol, 1. [N4122]  
**ROBBINS OF PUTNEY**, Ltd., for Jaguars; see and try all latest models, Mark IX, Mark VIII, XK150, 2.4 and 3.4 saloons.—Tel. Putney 7881. [N3010]  
**HILLWOOD MOTORS** are Jaguar stockists, see the 3.4 saloon and XK150 drop head in our show-rooms.—Mill Hill (London) 4232. [N2108]  
**R. P. POWELL MOTORS**, Ltd., East London area dealers, enquiries invited for all Jaguar models.—221, Romford Rd., Forest Gate, E.7. Maryland 7181. [0439/R]  
**LEX (WEMBLEY COURT MOTORS)**, Jaguar main dealers, most models on view including the new Mark IX.—High Rd., Wembley, Tel. Wembley 8787. [0709/R]  
**W. T. RICHARDS (BEXLEYHEATH)**, Ltd., area dealers North Kent 20 years; sales, part exchanges, service specialists.—74-76, Broadway, Bexleyheath 1666. [0620/R]  
**WE** try to maintain a selection of new and used Jaguars and invite your enquiries; demonstrations on our XK150—Clarke & Simpson, Ltd., 49, Biscane St., S.W.1. Tel. Biscane 0136. [N1048]  
**3.4** and Mark IX on view 150 and 3.4 licensed demonstrators available; exchanges welcomed; terms—Pride & Clarke, Stockwell Rd., S.W.9. Brixton 6251. [N3068]  
**HEWITTS GARAGES** specialise in Jaguar cars, 20 Jaguar cars always in stock, any car taken in part-exchange; consult us now.—High St., Ambicote, Stourbridge 5158. [N2138]  
**RITCHIES**, Ltd., 233, Scotland St., Glasgow, C.5. West of Scotland distributors for Jaguar cars, have a very comprehensive display of current models and may be of assistance to you in the model you are looking for. [0819]  
**JAGUAR** 3.4 saloon, indigo blue, automatic transmission, disc brakes, laminated windscreen, £1,109; hire purchase, part exchange, etc.—Creassey, Lemsford Garage, Great North Road, Welwyn Garden City, Herts. [9207]  
**JAGUAR** export sales to personnel stationed in or proceeding to Western Germany, free of purchase tax; we specialise in orders for collection on home leave, hire purchase facilities available.—Armstrong & Co., 75, Wigmore St., London, W.1. Welbeck 1151. [N4002]  
**SAUL & SLATTER**, Ltd., area dealers, invite you to call and inspect the full range of Jaguar models including a Jaguar XK150 special equipment drop head coupe, finished in mist grey with red upholstery; enquiries invited.—42-44, Aldermans Hill, Palmers Green, N.13. [N4002]  
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**1959** Willys Jeeps, all models, direct from U.S.A., available in U.K., supplied to order, genuine Willys Jeep spare parts supplied for all Willys Jeeps; immediate service and attention given by your sole appointed concessionaires for Great Britain and Northern Ireland.  
**STEELE GRIFFITHS**, Ltd., London, S.E.5. Rodney 2201-6. [0815]  
**LANCIA**  
**LANCIA**—For catalogues and details apply Lancia (England), Ltd., Lancia Works, Alport, Wemley, Middlesex. Tel. Perivale 5856. [0289/R]  
**LOTUS**  
**COOMBS & SONS (GUILDFORD)**, Ltd., have been appointed main distributors for the fabulous new Lotus Elite for the whole of the south of England, stretching from Surrey down to Devon and Cornwall; trade and retail enquiries welcome.  
**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [N1057]  
**MERCEDES-BENZ**  
**LONDON**  
**TAYLOR & CRAWLEY**, official retailers for Mercedes-Benz, all models available; exchanges and terms.—12a, South Audley St. (Entrance Adams Row), Mayfair, W.1. Grosvenor 6861. [N4036/R]  
**ARNOLD & COMBEN**, Ltd.  
**ALL** models available for demonstration; immediate delivery 220S saloon, choice of colours.—Farnham, Surrey, 5215. [0051/R]  
**EPFROS**, offer for immediate delivery.  
**220S**, pearl grey/blue upholstery.  
**PART** exchanges welcomed.  
**SELF** financed hire purchase.  
**SECONDHAND** Mercedes urgently required.  
**EPFROS**, Green-Street-Green, Tel. Farnborough (Kent) 55551. [8395]  
**THE** distributors for Surrey and Sussex offer immediate delivery; choice of colours; part exchanges welcomed.  
**220S**  
**WORKING MOTORS**, Ltd., open Saturday afternoons, Maybury Hill, Woking 4277. [N4057]  
**YORKSHIRE** County Distributors for Mercedes-Benz.—Charles Sidney, Ltd.  
**TPYES** 220S saloons and 220SC convertible, immediate delivery; spare parts and service under direction of mechanic from Daimler-Benz, Germany.  
**WESTGATE**, Bradford, Tel. 22384. [8185]
- MERCEDES-BENZ (GREAT BRITAIN)**, Ltd., 10, Albemarle St., W.1. Hyde Park 3351. [0037/R]  
**BURNS STUTE GARAGE**, Ayr, main dealers for South Ayrshire. Tel. Ayr 63338. [0481/R]  
**SOMERSET**, Gloucester and Wiltshire distributors for Mercedes-Benz; demonstration cars available; brochure by return.  
**CHARLES CRUICK-SHANK MOTORS**, The Centre, Bristol, 1. Tel. 28763/25280. [0123/R]  
**MIDLAND** Counties distributors; demonstrations of all models.—Ca's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham Broadwell 2825 (4 lines). [0176/R]  
**JOHN S. TRUSCOTT**, Ltd., the oldest Mercedes-Benz distributors, most new models in stock for immediate or early delivery.—173, Westbourne Grove, W.11. Bayswater 4274. [N4035]  
**HAROLD WEBB MOTORS**, Ltd., area dealers for Mercedes-Benz, early deliveries.  
 Roneo Corner, Romford, Essex. Tel. Hornchurch 48981-2. [N4145]  
**CAMBRIDGE MOTORS**, Mercedes-Benz distributors for the whole of Essex, offer immediate or early delivery of all models.—Cambridge Motors, Springfield Rd., Chelmsford, Tel. Chelmsford 4881. Evening sales: Chelmsford 51617. [N1149]  
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**SIMPSON'S OF WEMBLEY**  
**COMPLETE** range American and Ford Mercury, early and immediate delivery.  
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**345**, High Rd., Wembley. Tel. Wembley 8691/3905/4422. [N4015]  
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**CLAUDE RYE**, Ltd., for your new Messerschmitt; immediate delivery; exchanges welcomed.—92-921, Fulham Rd., S.W.6. Renown 6174. [0928/R]  
**METROPOLITAN**  
**IMMEDIATE** delivery Metropolitan, in green with white hard top.—Central Garage, Chase Side, Enfield 6636-7-8. [0509]  
**M.G.**  
**UML**  
**UNIVERSITY MOTORS**, Ltd., sole London M.G. distributors, Stratton House, 80, Piccadilly, W.1. Tel. Grosvenor 4141. [0072/R]  
**JARVIS OF WIMBLEDON**  
**NEW** Magnette Mark III and the fabulous twin cam, now available for demonstration, no obligation; phone or write for appointment.—Morden Rd., S.W.19. Lib. 8221; 57, Hill Rd. S.W.19. Wim 2526. [N2086]  
**ROWLAND SMITH'S** for M.G.  
**PART** exchanges, any distance; self-financed terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6941, part exchange.  
**NEW M.G.** A hard top coupe, delivery from stock.  
**BRITISH & COLONIAL MOTORS**, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]  
**MAYFAIR** and West End agents—M.G.s for delivery  
**IPCO**, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952-3-4. [N3052]  
**DORKING MOTOR CO.** (1958), Ltd.—Main dealers for favourable delivery Magnette.—Dorking 2256.  
**CONNAUGHT ENGINEERING** for all models.—Portsmouth Rd., Send, Surrey. Ripley 3122. [N1132]  
**WESTMOUNT GARAGE**, Blendon, Bexley, Kent.—Twin cam M.G. A sports, colour red, black upholstery; list price.  
**WESTMOUNT GARAGE**, Blendon, Bexley, Kent. Tel. Bexleyheath 7551. [8363]  
**MAGNETTE** saloon in stock, early delivery all models.—Baird Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [0580/R]  
**MARK III** Magnette, on display at Mebes and Mebes, Ltd.; orders now accepted.—The Broadway, Mill Hill, N.W.7. Mil. 6642 and 260. [N3012]  
**IMMEDIATE** delivery new M.G. A 2-seater, new Magnette Mk. III now on display.—Wessex Motors, New St., Salisbury, Tel. 3275. [N4087]  
**M.G.** A twin-cam, now on view in our showrooms, early delivery.—The Parkside Garage, Ltd., Warwick Rd., Coventry, Tel. 64152/8. [T9162]  
**ORDER** your new M.G. Magnette now.—Davies Car Centre, 22-34 Horn Lane, Acton, W.3. Tel. Acton 6751. [N1120]  
**WILSONS**, the Friendly Agents, for M.G.s, open 9 a.m. to 9 p.m. Monday to Saturday; Sundays to view only, 9 a.m. to 6 p.m.—Tel. Brixton 4011. [N4085]  
**HAROLD WEBB MOTORS**, Ltd., for M.G.s; new M.G. A twin-cam fixed head for immediate delivery.—Roneo Corner, Romford, Tel. Hornchurch 48981-2. [N4145]  
**GIBSON'S SPORTS CARS** offer immediate delivery of the new M.G. A twin cam 2-seater and early delivery of M.G. Mark III saloons.—Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [N2109]  
**PROSSERS OF GLASGOW**, the largest Wolsley and M.G. distributors outside of London, carry the complete range of new stock; demonstration cars always available.—123, Bothwell St., Glasgow 10508. [N4016]  
**SPECIAL** offer, all new B.M.C. sports cars at only 5% interest charge on hire purchase.—B.M.C. Sports Car Centre, 381, Kenton Rd., Kenton, Middlesex. Wordsworth 0251. [N3155]  
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**DERBYSHIRE** main agents—W. Machent & Son, Ltd., Lockford Lane Garage, Chesterfield, Tel. 4615. [0634/R]  
**BASIL ROY**, Ltd.—London distributors; inspection invited; sales, service and spares.—161, Great Portland St., W.1. Langham 7733. [0510/R]  
**MORGAN** Plus 4, prompt delivery of these cars; 4 spares for stock of 4/4 and 4/4 and 4/4 wheelers spares.—F. H. Douglas, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728/R]
- MORRIS**  
**CHAIN OF MIDDLESEX**  
**THE** Morris Centre for Minors, please enquire for delivery; from 10% deposit, up to 4 years to pay, interest rates from 6% per annum; any type of vehicle welcomed in part exchange.—Hanger Lane, Ealing, W.5. Perivale 4404. [N1043]  
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**NEW** Morris Oxford series V on show, orders accepted for this and Minor 1000.  
**MORRIS** House, Morden Rd., S.W.19. Lib. 8221, 57, Hill Rd., S.W.19. Wim. 2526. [N2096]  
**ROWLAND SMITH'S** for Morris  
**PART** exchanges; self-financed terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6941. [N4018]  
**NEW** Oxford Mark IV, duo colour; list price.—Ladbroke 1055. [N3027]  
**BASIL ROY**, Ltd.—Early delivery all models, 161, Great Portland St., W.1. Lan. 7733. [0169/R]  
**FOREST HILL** and Sydenham—Hillier Motors, Ltd., 144, Dartmouth Rd., S.E.26. For 9551-2. [N2115/R]  
**DORKING MOTOR CO.** (1958), Ltd., for immediate or early delivery all models.—Dorking 2256. [N1088]  
**NEW** Morris Cowley 1500 sln for immediate delivery.—Wessex Motors, New St., Salisbury. Tel. 3275. [N4087]  
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**NW10**—Your Morris agent; exchanges, cars, motor cycles.—Burge & Inglis, Ltd., Wiltshire 4869/5934. [N4017]  
**SURREY** MOTORS, Ltd., Morris retail dealers, for cars and light commercials, repairs, spares.—10169 R St., Sutton Vigilant 4444. [0711]  
**WILSONS**, the Friendly Agents, for early delivery all models.—36-38, Acre Lane, S.W.2. Brixton 4011.—1-3, Dorking Rd., Epsom 3901. [N4005]  
**SMITH & MUNIER**, Stocking & Servicing Agents, exchanges simple deferred.—376, Kensington High St., W.14. Western 2312. [N4019]  
**EDGAR HARRISON**, Ltd., for early delivery all models, part exchanges, new deferred terms available.—33, North Rd., Park Lane, W.1. Tel. Mayfair 0402. [N2116]  
**CITADEL MOTORS OF CARLISLE**, Ltd., offer the complete new Morris range; first-class attention and delivery irrespective of distance.—35-59, Warwick Rd., Carlisle, Tel. Carlisle 25122. [0091/R]  
**DENHAM SERVICE STATION**, Ltd., B.M.C. dealers, offer most models and light commercial vehicles from stock; part exchanges and h.p. terms.—Oxford Rd., Denham, Bucks. Tel. Denham 2266. [0449]  
**WILCOX (SLOUGH)**, Ltd., Morris dealers, offer most models and light commercial vehicles from stock; part exchanges and h.p. terms.—Morris House, Chandos St., Slough, Bucks. Tel. Slough 24181. [0510]  
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**NASH**  
**NASH** CONCESSIONAIRES, Ltd., Albany St., N.W.1. Euston 5558. [0562/R]  
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**ALL** enquiries concerning the new Nobel 200 from all concessionaires Messrs. York Nobel Industries, Ltd., 33, Park Lane, W.1. Tel. Grosvenor 1581 and 7831. [T9119]  
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**SOLE** distributors for the U.K., Lex Garages, Ltd.  
**CALL** and see our 1959 models or write for fully illustrated brochure.  
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**SPECIALISTS** in American cars of all makes.  
**PANHARD**  
**TARRANT & FRAZER**, distributors.—70, Chalk Farm Rd., N.W.1. Gul. 2000. [N4100]  
**WORKING MOTORS**, Ltd. Panhard distributors for Sussex. Broadwater Rd., Worthing, Tel. Worthing 71. [0652/R]  
**C. G. NORMAN (WESTMINSTER)**, Ltd., Panhard distributors for London Essex and Kent.—Early delivery.—31, Vauxhall Bridge Rd. S.W.1. Victoria 2211. [0675/R]  
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**PEERLESS** MOTORS, Ltd., Bath Rd. Slough, Tel. 25121. [0161/R]  
**PEUGEOT**  
**DP**  
**DISTRIBUTORS** PEUGEOT, Ltd., sole concessionaires for Great Britain and Northern Ireland, 127, High St., Croydon, Tel. Croydon 7213. [0591/R]  
**ARNOLD & COMBEN**, Ltd.  
**ALL** models and colours in stock and for demonstration.—Farnham, Surrey, 5215. [0058/R]  
**SURREY** and Hampshire distributors.  
**DEMONSTRATIONS** all models, anywhere, any time.  
**OPEN** week-ends, immediate delivery.  
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**LOCKHART'S** Peugeot distributors, offer immediate deliveries.—12-16, Chiltern Rd., Dunstable, Tel. 114. [N5122]  
**LEC**—Peugeot main dealers for London, S.W.17 and area surrounding districts, demonstrations, immediate deliveries.  
**LORRAINE ENGINEERING CO.**, Ltd., 29-30, Elvaston Mews, Queen's Gate, S.W.7. Knightsbridge 6861-2-3. [N1086]  
**BALLAMY'S GARAGE**, Automobile Engineers, Alfred Place, Worthing, Tel. Worthing 3769. Peugeot distributors, Sussex and South Coast. [0710/R]

## NEW CARS FOR SALE

## PEUGEOT

**COOTER & GREEN, Ltd.**, specialists and enthusiasts, main agents, N.W. Kent, 465, Upper Elmers End Rd., Eden Park, Beckenham, Kent. Tel. 2565. [0455/R]  
**JOHN S. TRUSCOTT, Ltd.**, for Peugeot, immediate delivery, full literature on request.—175, Westbourne Grove, W.11. Bayswater 4274. [N4035]  
**SW1**—Immediate delivery fabulous 403 saloon; demonstrations; terms; exchanges; main dealers—Richards & Carr, Ltd., 35, Kinnerton St. S.W.1. Belgravia 3711. [N3045]  
**FROST'S CARS, Ltd.**, Sussex main agents; immediate delivery; demonstrations with pleasure; exchanges welcome.—398, Brighton Rd., Shoreham-by-Sea. Tel. 2584. [0459/R]

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**SIMPSON OF WEMBLEY.**  
 LONDON area distributors.

**RHD** Plymouth saloons, hard tops and station wagons, fully equipped; from £2,946. 8691/3903/4422. Tel. Wembley 8691. [N4015]  
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 NEW Plymouth saloons and station wagons, choice of colours, and specifications.—91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4658-9. [N4028]

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**MOORTOWN MOTORS, Ltd.**, the Yorkshire distributors, offer for immediate delivery.  
**PORSCHE 1600** cabriolet (std. eng.) in 'quamarine blue with red interior; list price.  
**EARLY** delivery of fixed head coupes to both standard and super specification.—Regent St., Leeds. Tel. 31894-6. [0150/R]  
**SOLE** Porsche concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Frazier Nash Cars, Isleworth, Middlesex. Isleworth 1011. [N2015]

## RELIANT

**GLANFIELD LAWRENCE (HIGHBURY), Ltd.**  
 LONDON sole distributors for all Reliant 3-wheelers, 4-seater hard top coupe and the 5cwt van. £5 annual tax; immediate h.p. part exchanges; sales, service and spares; showrooms open 9-5 p.m. Monday to Saturday.  
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**CONAUGHT ENGINEERING** for all models.—Portsmouth Rd., Send Surrey. Ripley 3122. [N1132]  
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## RENAULT

**WALTON-ON-THAMES MOTOR Co., Ltd.**, main agents.—Bridge St., Walton-on-Thames 200. [0126/R]  
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**BOON & PORTER, Ltd.**, Caversham, S.W.13. (Near Hammersmith Bridge). Riverside 4444. [N1022]

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**KJ MOTORS**—Rover area dealers; export home delivery.—Bromley, Kent. Ravensbourne 3456. [0267/R]

**GORDON LOVETT, Ltd.**, 45, The Mall, W.5. West London's largest Rover main dealers.—Ealing 4727. [0352/R]  
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**DORKING MOTOR Co. (1958), Ltd.**, main dealers.—Immediate delivery of 60, 75, 90 and 105S models.—Dorking 2256. [N1068]

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**NORTHAMPTONSHIRE** and North Bucks.—Groce Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 31682. [0001/R]  
**T. RICHARDS (BEXLEYHEATH), Ltd.**, retail dealers for Rover cars, part exchanges.—74-78, Broadway, Bexleyheath 1666. [0032/R]

**METROPOLIS GARAGES, Ltd.**, for demonstrations of Rover 90, 105R, 105S.—45, Earls Court Rd., Kensington, W.8. Wes. 4544. [0104/R]  
**KDM & CHERRINGTON, Ltd.**, for early delivery of the new Rover models; exchanges and h.p.—9, Albemarle St., W.1. Grosvenor 5551. [N2054]

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**R. P. POWELL (MOTORS), Ltd.**, East London area dealers, enquiries invited for all Rover models.—321, Romford Rd., Forest Gate, E.7. Maryland 7761. [0457/R]

**HAROLD WEBB MOTORS, Ltd.**, for Rovers; duogree 90 with overdrive for immediate delivery.—Roneo Corner, Romford, Essex. Tel. Hornchurch 48981-2. [N4145]

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FOREST HILL and Sydenham—Miller Motors, Ltd., 144, Dartmouth Rd., S.E.26. For. 9351-2. [N2115/R]

KJ MOTORS.—Standard area dealers; export home delivery.—Bromley, Kent. Ravensbourne 3456. [0484/R]

STANDARDS, all models; enquiries to Motorists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

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LYTTLETON GARAGE, Ltd., Hampstead Garden Suburb, official Vauxhall agents; quick deliveries; part exchange; yearly contracts; specialised service.—Lyttleton Rd. (A1), N.2. Speedwell 3500/3550. [0023/R]

HAMILTON MOTORS (LONDON), Ltd., Vauxhall main dealers, immediate delivery all models, part exchanges welcomed; export home deliveries arranged.—466-480, Edgware Rd., London, W.2. /mb 7211/5. Pad. 0022/8. [N2032]

CROYDON AUTOMOBILE Co., Ltd., South London's largest main dealers, offer immediate delivery 1959 Vauxhall range, series II Victor standard, Victor Super, Victor de luxe, Victor de luxe, Veixor Crest, all models on show; hire purchase to your requirements; contract hire is new utility from £3.5 per week; self-drive hire, part exchanges.—London Rd., Croydon. Tho. 3686 (10 lines). [0721/R]

## VOLKSWAGEN

VW MOTORS, Ltd., 32-34, St. John's Wood Rd., London, N.W.8. Tel. 3778 or 1147. [0215/R]

room, 38-39, Stratton St., London, W.1. Gros. 4666. Sole Concessionaires Great Britain and Northern Ireland. Cars available for early delivery. [0648/R]

THE Volkswagen centre for all enquiries; hire purchase arranged; overseas business transacted; special VW parcel shelves and roof racks; Karmann Ghia can now be converted to r.h.d. immediately after purchasing; open to 6 p.m. Saturdays.—Colborne Garage, Ltd., Surrey. 2361. [0017/R]

CROYDON.

DONALD VINCE &amp; Co., Ltd., area dealers and specialists; demonstrations at any time, 155, London Rd., Croydon. Tel. 3778 or 1147. [0215/R]

SUSSEX distributors.—Prestwich (Hove), Ltd., St. John's Rd. Hove. Tel. 34037-8. [0190/R]

CHALKWELL MOTOR Co., Ltd., for Volkswagens.—Westcliff-on-Sea, Tel. Leigh-on-Sea 78247. [0685/R]

CROYDON.—H. Harmer Car Sales, Ltd., area dealers, 444-8 Brighton Rd., South Croydon. Uplands 8629. [0127/R]

DISTRIBUTORS, Devon, Cornwall and Somerset; demonstration models.—Lisburne Garage, Babbscombe Rd., Torquay 7041. [0785]

JOHNSON &amp; BROWN, distributors for N.W. Kent, demonstrator available.—268-270, High St., Bromley. Ravensbourne 8841. [N2073]

EUROPEAN CARS, Ltd., London distributors; early delivery; demonstrations; exchanges; terms; also vans pick-ups and buses.

129—131, Old Brompton Rd., S.W.7. Fre. 7711. [0900/R]

STRATSTONE, Ltd., London distributors, comprehensive range always available at West End Showrooms.—40, Berkeley St., W.1. Mayfair 4404. [N4022]

WALTER SCOTT, Ltd., area dealer for N.W.3. terms, exchanges.—39, College Cres., N.W.3. (Swiss Cottage Tube). Tel. 4466. [N4006]

V&amp;F MONACO MOTORS; buy your new Volkswagen from the firm which has concentrated on the VW for the past 8 years.—363 Fulham Rd., London, S.W.10. Tel. Flaxman 4536. [0851/R]



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**S**OUTH London; all enquiries for sales and enthusiastic service. 1959 (new colour range) saloons and commercial vehicles for immediate delivery; latest demonstration car available.

**E**LM AUTOSALES, 66-68, Hatfield Rd., Wimbledon, S.W.19. Cherrywood 1615. V/W Area Dealers. [N2067]

**D**AVIES MOTORS, Ltd., official distributors, demonstration cars available; latest models on display; afternoon—554, London Rd., Ashford, Middx. Ashford full service and spares facilities; open on Saturday 5671-2. [N1080]

## VOLVO

**T**HE amazing Volvo.

**T**HE family saloon with a real sports car performance.

**S**EE and try the Volvo 122S at

**B**ROOKLANDS MOTOR CO., Ltd., 103, New Bond St., London, W.1. Mayfair 8361. [N1029]

**A**RNOLD & COMBEN, Ltd.

**122S** saloon in stock (choice of colours) and for demonstration.—Farnham, Surrey. 5215. [N069/R]

**J**OHNSON & BROWN offer early delivery saloons. 268-270, High St., Bromley. Ravensbourne 8841. [N2073]

**W**OKING MOTORS renowned as luxury car specialists are now the Surrey distributors for the outstanding Volvo.

**E**NQUIRIES—demonstrations—Maybury Hill, Woking, Surrey. Woking 4277-8-9. [N4057]

**D**ISTRIBUTORS for East Sussex; Demonstration car available, delivery from stock.—L. F. Ward (Pye-combe), Ltd., London Rd., Pyecombe, Sussex. Tel. Hasocks 252. [T9139]

**A**CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Tel. Wyvern 481-2-3, distributors for Hertfordshire of the sensational new Volvo 122S; demonstrations with pleasure; delivery from stock; our showrooms are open 7 days a week. [N1001]

## VOLVO

**C**AMBRIDGE MOTORS, Volvo distributors for the 1959 range, which can give delivery from stock of the brilliant Volvo 122S.—Cambridge Motors, Springfield Rd., Chelmsford, Tel. Chelmsford 4881. Evening sales: Chelmsford 51617. [N1149]

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**H**. BEART & Co., Ltd.

**W**OLSELEY distributors.

**W**ILL be pleased to supply full details and arrange demonstrations of these superb new Wolseleys; h.p. terms, one-third deposit and part exchanges.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [N1081]

**S**IDNEY MARCUS, Ltd.

**15/6** available for inspection.

**C**OMPREHENSIVE stock of all new models for immediate delivery.

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**R**OWLAND SMITH'S for Wolseley.

**I**MMEDIATE delivery.

**P**ART exchanges; self-financed terms; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

**I**MMEDIATE delivery Wolseley 1500 and 6/90.—Wessex Motors, New St., Salisbury. Tel. 3275. [N4097]

**F**OREST HILL and Sydenham.—Hillier Motors, Ltd., 144, Dartmouth Rd., S.E.26. For. 9351-2. [N2115/R]

**P**ROMPT delivery Wolseley 1500 and 6/90 saloons from £746/17.—Bowman's Garage, Weybridge 5265. [N1143]

**N**OW you can choose between the Wolseley 1500 family and de luxe models; full market value for your present car.

**F**ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [N2008]

## WOLSELEY

**K**DM & CHERRINGTON, Ltd., for Wolseleys; exchanges and h.p.—9, Albemarle St., London, W.1. Grosvenor 5551. [N2054]

**N**EW Wolseley 15/60 on view; also 6/90, 1500, de Luxe and basic.—Davies Car Centre, 22-34, Horn Lane, Acton. Tel. Acton 6731. [N1120]

**J**ARVIS OF WIMBLEDON for early delivery; 15/60 and new Fleet model 1500 on show.—Tel. for particulars, Lib. 8221; Wim. 2526. [N2086]

**C**LARKE & SIMPSON, Ltd., offer immediate delivery 6/90 and 1500 models.—49, Sloane Sq., S.W.1. Tel. Sloane 0436. [N1068]

**D**ORKING MOTOR CO. (1958), Ltd.—Immediate or early delivery 6/90, 15/60, and 1500 (choice of three). Dorking 2256. [N1089]

**15-60** on display at Mebes & Mebes, Ltd., orders now accepted for this model, also 1500 and 6/90, immediate delivery.—The Broadway, Mill Hill, N.W.7. Mill. 2040-6642. [N3012]

**L**YTTELTON GARAGE, Ltd., Hampstead Garden suburb, official Wolseley agents, quick deliveries, part exchange specialised service.—Lytelton Rd. (A1), N.2. Speedwell 3500/3350. [N088/R]

**P**ROSSERS OF GLASGOW, the largest Wolseley and M.G. distributors outside of London, carry the complete range of new stock; demonstration cars always available.—123, Bothwell St., Glasgow. [N057/R]

**C**ITADEL MOTORS OF CARLISLE, Ltd., offer the complete new Wolseley range; first-class attention and delivery irrespective of distance.—55-59, Warwick Rd., Carlisle. Tel. Carlisle 25122. [N0640/R]

**E**USTACE WATKINS, Ltd., sole London distributors; earliest delivery 1500, 15/60, 6/90 models, part exchange and hire purchase.—112, Berkeley St., W.1. (Mayfair 5851); 12, Chelsea Mann. St. S.W.3 (Fleming 8181); 399, London Rd., Croydon (Thornton Heath 4285); 425/445, St. Albans Rd., Watford (Watford 31877). [N3046]

## MISCELLANEOUS CARS

**A**LL particulars of the new Humber, Hillman and Sunbeam cars are available from the distributors: Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 5405. [N42/R]

## MISCELLANEOUS ADVERTISEMENTS

## CARS FOR HIRE

## A SYNCHRO.

**S**ELF-DRIVE Vauxhall (Velox, Wyvern, Victor, Bedford Caravan) or Austin (A35, A40, A55, A95), heater, radio, choice of 3 rates (including unlimited mileage) from 59s per week (summer 59s); Continental touring, A.A., R.A.C. [N0636/R]

**S**YNCHRO CAR HIRE, Ltd., Petersham Mews, S.W.7. Knightsbridge 9222. Cables: Synchro London [N0636/R]

**I**VOR HILL, Ltd.

**N**EW A40 Cambridge saloons for hire; reasonable terms.—Revelstroke Rd., S.W.19. Wim. 5686. [N0660/R]

**S**ELF Drive Hire.

**N**EW Consuls, A55s Morris Minors.

**N**OTTINGHAM area.—Robin Hood Garage (Nottingham), Ltd., Sherwood. Tel. Nottingham 61362.

**L**IVERPOOL area.—Kirkby Garage, Ltd., Liverpool. Tel. Elmwood 3701.

**M**ANCHESTER and Rochdale area.—Beaver Motors (North) Ltd., Rochdale. Tel. Rochdale 40125. [T211]

**G**O first class in a J. Davy car!

**O**ther reasons why it pays to hire your car from Britain's leading self-drive fleet; all 1959 cars, choice of 22 different models, most with radios and heaters; extremely modest rates; special delivery and collection service.

**J**. DAVY CAR HIRE, Ltd.

**D**AVY in London: Arlington St., Piccadilly, S.W.1. Dept. B. Tel. Hyde Park 3141. Other branches at Marble Arch, Knightsbridge, Earls Court, Putney and Cricklewood.

**L**SO in Liverpool: 56 Dovedale Rd., Liverpool, 18. Dept. B. Tel. Sefton Park 4000.

**V**.I.P. treatment in Southampton: Grosvenor Square Garages, Grosvenor Sq., Dept. B. Tel. Southampton 28777-8.

**Y**OU can hire a J. Davy car in Paris, too. [N401/R]

**G**EE CAR, Ltd., 60-62, Queenstown Rd., London, S.W.8. Tel. Mac. 3363-4 or Knightsbridge 4733.

**N**EW Ford saloons, all models for hire; special rates for overseas visitors. [N746/R]

**S**ELF DRIVE CARS, Kensington, W.8. Visitors from more than 65 countries have enjoyed our service.

**D**RIVE a new Austin, Ford, Hillman, Morris or Vauxhall; comprehensive insurance.

**C**ARS for home leave; generous free mileage, or unlimited mileage rates.

**S**ELF DRIVE CARS, Adam & Eve Mews, Kensington, W.8. Wes. 0802/4795. Cables: "Britcars, London." [N066/R]

**M**ANCHESTER.—Drive yourself; latest Vauxhalls; overseas visitors specially catered for.

**S**UREFLEET, delivery anywhere in England free; unlimited mileage.

**S**UREFLEET, 47, Upper Chorlton Rd., Manchester, 16. [N43120/R]

**M**ANCHESTER Drive Hire.—Cliff Holden (Motors), Ltd. Tel. Bury 294; 3083, 1685. [N076/R]

**S**MITH & HUNTER for self-drive, inclusive rates.—376, Kensington High St., W.14. Western 6417.

**J**OYRIDE, Ltd.—New cars and utilities for hire; unlimited mileage.—Palmer's Green 1441, Hillside 5244. [N43120/R]

**F**OREST HILL 2332.—Self-drive and chauffeur-driven.—Moore Park Garage, 110, Woodvale, S.E.23. [N0679/R]

**G**RANGE SERVICE GARAGE, 246, Romford Rd., E.7. Maryland 2995.—Current Ford models on unlimited mileage. [N0590/R]

## CARS FOR HIRE

**L**ANCASHIRE Drive Hire.—Cliff Holden (Motors), Ltd. Tel. Bury 294, 3083, 1685. [N075/R]

**L**IVERPOOL Drive Hire.—Cliff Holden (Motors), Ltd. Tel. Bury 294, 3083, 1685. [N0564/R]

**A**USTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Coddington Mews, W.11. Park 9964-5. [N4066/R]

**B**EDFORD Dormobiles, Austins, Morris, self-drive hire.—Mayday Motors, Ltd., Mayday Rd., Croydon, Thornton Heath 3473-4-5. [N0979/R]

**S**ELF-DRIVE Minor 1000s, Austins, Fords.—Rons (Car Hire), Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 156 and 135. High St., Bromley. Kent. (Ravensbourne 0205.) [N0921/R]

**S**ELF MOTORING, Ltd., offer latest self-drive cars for hire at lowest winter rates, from 15s per day and 2d per mile.—197, Fulham Rd., S.W.3. Tel. Flaxman 5566. [N0055/R]

**S**USSEX MOTORS.—Self-drive fleet of Austins, Morris, Fords and Vauxhalls, all models; overseas visitors special facilities.—Burwood Mews, Edgware Rd., London, W.2. Amb. 5025. [N0589/R]

**V**ICTOR BRITAIN specialises in personal service to all clients; latest model cars, many with automatic transmission and radio; delivery and collection anywhere at very moderate cost.

**V**ICTOR BRITAIN, 12a, Berkeley St., London, W.1. Grosvenor 4881. Telex No. 25688.

**A**ND at Liverpool, Glasgow, Manchester, Southampton, Leicester, etc. [N0587/R]

**E**DWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 1948 and 10hp Fords; unlimited mileage cars; cars delivered.—Bri. 5532 and 8637.—290, Milkwood Rd., Herne Hill, S.E.24. [N0683/R]

**1958** Austin, from 66 per week, including 250 miles.—Car Hire (Mayfair), Ltd., 12-16, Bourdon St., Berkeley Sq., W.1. Mayfair 6889; and at Mansel Rd., S.W.19. Wimbledon 3834 0218. [N0084/R]

**C**OMING on leave, visiting Britain? Drive the handsome, stylish Austin A35s, A40s; Consuls, Minors, Prefects, from 59s per week, unlimited mileage, quarterly hire; also short period. No finer value in vacation motoring!

**H**OME & OVERSEAS MOTORS, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [N0031/R]

**G**OING to Ireland? Then contact John Purrell Car Hire at Linders Garage, Smithfield, Dublin. Tel. 76071. Self-drive and chauffeur-driven cars; service with the personal touch; write for illustrated brochure and rates. [N0135/R]

**D**RIVE YOURSELF HIRE CO. (LONDON), Ltd., all cars for holiday, business, pleasure, on leave, any period; tariff on request.—20, Grosvenor Place, Victoria, S.W.1. Slo. 9444; 306 Seven Sisters Rd., Finsbury Park, N.4. Sta. 5493. [N0507/R]

**K**INGSTON-ON-THAMES.—Self-drive hire for 1959; new de luxe Morris Minors, Austin A35s, Standard 10s, Austin A55s and Vauxhall Victors at competitive inclusive rates, limited or unlimited mileage, up to 50% discount for period hire.

**S**PRING rates from £7/10 per week allowing 280 free miles or £9 unlimited.

**S**UMMER from £10 per week allowing 280 free miles or £12 unlimited.

**C**ONTRACT hire from £3/10 per week.

**S**PECIAL facilities for overseas visitors.

**P**LEASE ask for latest brochure and book early for all holiday periods.

**G**. F. MORLEY (SELF-DRIVE), Ltd., 76, Cambridge Rd., Kingston-on-Thames, Tel. Kingston 9841. Cables: Karhire, Kingston-on-Thames. [N3016/R]

## CARS FOR HIRE

**T**RAVEL CAR, Ltd.—Book now Mark II Consul, Anglia, Minox saloons; 3-monthly rates from £86, inclusive of comprehensive insurance, maintenance and A.A. membership.—Travel Car, Ltd., Letcham Gardens, Mews, W.8. Fremantle 4975-6. [N11104]

**S**ELF-DRIVE Morris and Wolseley saloons for U.K. and Continental touring; Volkswagen, Morris, Hillman saloons; and Volkswagen, Austin, Standard, graduated long-term rates.—Details: Bailey's Travel Service, 9, Sundridge Parade, Bromley, Kent, Rav. 3233. [N0616/R]

**1959** Velox's 1959 Consuls, Prefects and Anglias, radios and heaters, A.A. membership, unlimited and limited mileage rates; evening hire 15/-p.m. to 9 a.m., 30 free miles.—Alliance, Barrie House Garage, Barrie House, Lancaster Gate, W.2. Tel. 2646/6801. [N0322/R]

**O**VERSEAS visitors. Our self-drive organization specializes in supplying the type of car you require for any period; your car can await you at any airport or embarkation port; touring maps, itinerary, baggage assistance, etc., our fleet includes Austins, Fords, Rovers, Jaguars, Morris and Standards.—Cliff Holden, Ltd., Bolton St., Bury. Tel. 294, 3083, 1685. [N0242/R]

**D**RIVE-YOURSELF hire, 1958-59 saloons; choice of Austin A35s, A55s, A95s Standard 8s, 10s, Hillman Minox, from 25/- per day with unlimited mileage for period hire, overseas visitors, both old and new clients, specially welcomed; met at airport; half-way between London and Glasgow, convenient, constant in touch, no delay from diversions; we have been pioneers of self-drive hire for over 30 years.—Write, phone or call.

**H**. F. EDWARDS, 28-34, Upper High St., Epsom, Tel. 5611. [N2001/R]

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**A.O.** (Always open). H.S. (not Sundays).

**A**SHFORD, Middx.—Herbert & Mills, Ltd., Church Rd., R.A.C. and A.A. reprs.—Tel. 2879/2960. A.O. [N2222/R]

**A**DLARDS OF BRIXTON.—Ford main dealers, for day and night spares and repair service.—Brixton 6433. Sunday emergency breakdown service: Brixton 6434. [N0778/R]

## BINOCULARS

**C**ANADIAN ex-naval officers' (Bausch & Lomb patent) 7x50 prismatic, eyepiece focussing (cost £60), limited supply, new with case, £18/17/6.—W. Young, 47, Mildenhall Rd., London, E.5. Tel. Amherst 6521. [N1907]

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**C**AR badges supplied: schools, clubs, regiments, warships, R.A.F. squadrons; 52/6 brochure free.

**M**ontague Jefferys, 81, Gile St., Northampton. [N9918/R]

**S**ELF adhesive G.B.'s, flags, county badges, etc., 2/- to 7/-.—Watford Motor Accessories, 332, St. Albans Rd., Watford. [N9326]

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**J**. DAVY, Ltd., Britain's largest car radio service; H.M.V., Smith's Radiomobile, Pye, Ekco, Philips, Philco, same day service on installations and repairs.

**T**EL. for appointment, 241, North End Rd., W.14. Fulham 3321. [N0159/R]

**M**OTOROLA, world's finest car radio, sole licensees and registered users.—World Radio, Ltd., Edgware Rd., London, N.W.3. Gladstone 4255. [N0419/R]

**P**YE car radio specialists, models from 1948s on easy payment terms; sales service, installations; trade supplied.—Wiseman's, 12a, Ancoaster Rd., Beckenham, Kent, Bec. 1409. [N0736/R]

**S**PIKINS (TWICKENHAM), Ltd., for Radiomobile, Pye, Ekco, Motorola; trade and retail; installations, spares and service.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7-8. [N0116/R]

## MISCELLANEOUS ADVERTISEMENTS

## CAR RADIO AND AERIALS

**R**ADIOBILE accredited dealers: fitting and car radio repairs by appointment.—Normand, Ltd., 405, King St., W.6. Riverside 3665-6. (1020/R)  
**F**ROM £2/9/6 deposit—£1/13/4 monthly. All makes! Exchange. Export (tax free). Trade supplied. Describe car, Larratt & Fraser, 67, Chalk Farm Rd., N.W.1. Gul. 2004, Pri. 6159. (M4100)  
**H**AMILTON MOTORS (LONDON), Ltd., the car radio specialists. H.M.V., Smiths, Radiomobile, Motorola, Ekco, Philco, Philips, Pye, Vauxhall expert installations and service on all makes; trade and retail enquiries.—466-490, Edgware Rd., London, W.2. Paddington 0022. (0936/R)

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**Y**OUR car clock serviced, electric or spring-driven.—Register to J. E. Frankland & Son, 1114, London Rd. S.W.16. Pol. 9383. Estimates free by return (10255/R)

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**J**ACK BARCLAY (SERVICE), Ltd. See page 133. (M1082/R)  
**M**OTOR car repairs, trimming, cellulosing a speciality.—Goode & Cooper, Ltd., 17a, Melbourne Sq., S.W.9. Tel. Reliance 2711. (0291/R)

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**A**LPE & SANDERS (COACHBUILDERS), Ltd., Cellulose Trimming, Complete bodies built.—Station Approach, Kew Gardens, Richmond 1161. (M1102/R)  
**A**I GARAGE & COACHWORKS, 14-16, Childs Place, S.W.5. Fre. 8181.—High-class coachwork and crash repairs; trade enquiries invited; quick service. (0215/R)

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**F**OR private transactions in England and Wales; do you require H.P. facilities to buy a car from a private advertiser? Do you wish to sell privately and help your sale by H.P.? If the model is under 10 years old we can offer finance—just write your name, address and the words "private HP-AC" on a postcard and sent to: Legal Finance Co., Ltd., 5, Marlborough Place, Brighton. (9255)

**H**P on private deals, confidential and personal service, settlement the same day if you call by appointment; simple formalities.  
**W**ESTMINSTER CREDIT FINANCE, Ltd., 60-62, Finsbury Pavement, London, E.C.2. (Tel. Mon. 7684-7.) (0745/R)

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**W**E specialise in luggage made to measure for your motor car.—Write for details to Auto-Luggage, Ltd., High St., Barking, Essex. (Tel. 7771). (0990/R)

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**J**. E. S. LOCKWOOD, patent agent: White House, 111 New St., Birmingham. Handbooks free. (10897/R)

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**F**. H. PEACOCK, Ltd., Novaseal agents, 219-221, Balham High Rd., S.W.17. Tel. Balham 1271. (0294/R)

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**W**HY not hire a class racing dinghy, registered G.P. Fourteens and Herons, complete with trailers; or with or without self-driving hire car; new boats fully equipped for expert yachtsman; this is a new service.—Apply stating requirements to Tom Mellor, Ltd., Deansgate House, Manchester. (0113/R)

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**R**ICHFIELD brakes, cables, England's leading manufacturers of replacement brake cable units: British, Continental and American, 20,000 cables in stock; any type supplied or repaired; only genuine Boyden materials used; vend for 1958 trade list. (0069/R)

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**S**TROMBERG and S.U. carburetors.  
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## CARBURETTORS AND PRESSURE PUMPS

**S**ERVICE, tuning, repairs.  
**S**OLE distributors.  
**W**. H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common Lane, Acton, W.2. Shepherds Bush 5361 (4 lines). It will be appreciated if you will phone for an appointment. (0855/R)

**S**OLE, Stromberg, Zenith carburetors, main agents.  
**M**ANUFACTURERS' terms to the trade: replacement and spares, 24-hour postal service; tuning service for all types.  
**D**ICKENS & JOSE MOTORS, Ltd., 145, Northfield Ave., Ealing, W.15. Est. 0430. Est. 1907. (0945/R)

**S**U—Official service depot.—Carburetors and petrol pumps reconditioned by return of post; rapid tuning service.—Tollards 1122.  
**M**OSS & LAWSON, Ltd., 1076-1088, London Rd., Thornton Heath (2 minutes Norbury Station). (0260/R)

**B**ARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. (0525/R)

**Z**ENITH, Solex, S.U. new and replacement units and spares.—John A. Sparks & Co., Ltd., Main Distributors, Streatham Hill, S.W.2. Pulse Hill 3454 (4 lines). (0323/R)

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**W**OOL, pile and rubber-backed carpets, ribbed Hardura and rubber mats, link mats, tailored to fit all models, popular colour range, state model, hp, year.  
**U**PHOLSTERY covers, travel rugs, luggage covers, and Octopus straps, prompt delivery, carriage paid.  
**T**HE CAR MAT CO., Ltd. (Est. 1930), 16, CoVelle Rd., Westbourne Grove, London, W.11. Bay. 6262-5. (0164/R)

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**R**E-CHROMING, est. 1895.—T. Smith & Co., Ltd., 35, Clerkenwell Close, London, E.C.1. Clerkenwell 7314. Write for price list. (0045/R)

**R**ELECTORS electroplated, pure silver 6/- ea.; lacquered 6/6 ea.; replacement standard tin sealed beams, 8/5 ea.; cork seals, 6d ea.; p. & b. 1/6 ea. lamp; returned day received without fail; send P.O.—Ralph Packard, 169, Hotwell Rd., Bristol, 8. (0308/R)

**D**E luxe your Ford Anglia or Prefect; exchange your unplated parts for those finished in glistening chromium; bumpers, radiator grilles, rear lamp surrounds, body side mouldings, head lamp surrounds; also available for Consul and Zephyr; write for details; we can fit at a nominal charge.  
**T**. DELANEY & SONS, Ltd., Edgware Rd., London, N.W.2. Tel. Gladstone 2201. (0250/R)

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**A**LEXANDER conversions supplied and fitted to all popular makes, 48-hour service.  
**H**ALLS (FINCHLEY), Ltd., 514, Regents Park Rd., N.3. Tel. Finchley 5906. (0534/R)

## CONVERSION UNITS

**A** POWERPLUS  
**T**WIN-carburettor conversion fitted to your Minor 1000 gives phenomenal performance with economy.  
**W**RITE for full details and road test data to Department C, Wellfield Motor Co., Ltd., Morris Distributors, Stroud, Gloucestershire. Tel. Stroud 1670-1-2-3. (0857/R)

**M**ANGOLETSI H.C. cylinder heads and conversion sets, also Mangletolet inlet manifolds.  
**M**OTORCUT, Ltd., official agents, Jay Mews, Kensington Gore, S.W.7. Knl. 7771. (0297/R)

## CYLINDER BLOCKS

**C**RACKED and broken engine blocks, welded without distortion and guaranteed.—Steel Bros., 831, Bradford Rd., Batley, Yorkshire. Tel. Batley 404. (0128/R)

**C**RACKED cylinder blocks, speedy and economic guaranteed repairs by Metalock Cold Process.—Metalock (Britain), Ltd., Purze St., off Devons Rd., E.3. East 1446. (0998/R)

**R**EPAIRED by electro deposition at 60° Fahr., tensile strength greater than original; repair guaranteed; process approved by A.A. and R.A.C.—Electrobond, Devonshire Hill Works, Tottenham, N.17. Bowes Park 9691. (0020/R)

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**J**. AUSTIN & SONS, Ltd., specialists in Cylinder re-boring and sleeving, crankshaft grinding, line boring, con rods reamed, 24-hour service; valve inserts, brake drums skimmed, cylinder heads refaced.—139, 147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. (0005/R)

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**H**E-MAN dual controls for safer driving instruction; no driving school can afford to be without; easy to fit; cheap to buy; available for all popular makes of cars including new Austin A40.—Details O.M.I. Products, Ltd., 8, New College Parade, London, N.W.3. Primrose 6623. (0103/R)

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**I**N stock: Ford factory reconditioned 8hp and 10hp exchange engines; also V8 30hp, V8 32hp, Canadian and Mercury; new Ford 8hp and 10hp engines, exchange Ford 8hp and 10hp gear boxes, exchange Morris 10hp, Austin 10hp, Hillman Minx, Ford Consul, Zephyr and 100E engines; also Austin 7hp blocks, crankshafts and con rods exchanged; trade supplied.—139, 147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. (0006/R)

**J**ACK BARCLAY (SERVICE), Ltd. See page 133. (M1082/R)

**R**EPAIRS and rebore carried out promptly by fully skilled fitters to engines of any make.  
**F**OR immediate attention write or phone.—Lancia (Eng.). Ltd., Ealing Rd., Alperton. Tel. Perivale 5856. (0270/R)

**D**AY and night service; have your next engine fitted at night to save time. Tel. Erixton 6431.  
**D**ALARDS MOTORS, Ltd., Main Ford Dealers, 33, Acre Lane, S.W.2. (0777/R)

**H**UMBER, Hillman, Sunbeam-Talbot engine specialists, factory replacement engines for all models from stock.  
**R**. J. GRIMES, Ltd., Hadleigh Garage, Marlipit Lane, Coulsdon, Surrey. Tel. Uplands 9526. (0718/R)

**A**RMSTRONG SIDDELEY engines, immediate exchange or reconditioning; all units tested, guaranteed six months.  
**A**RCOT ENGINEERING, Ltd., 169, Fulham Rd., Chelsea, S.W.1. Tel. Kensington 7301 and 7321. (0910/R)

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**W**ANTED, ohv engine suitable for a 1954 Morris Minor car.—W. Norths, 54, Vicar Lane, Leeds. Tel. 23482. (9281)

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**H**AROLD R. HILLS GARAGE, garage accommodation and servicing all cars; personal supervision.—3-5, Ennismore Mews, S.W.7. Kensington 4020. (0551/R)

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**P**RESSELECTOR, automatic, gear box specialists, as fitted to Daimler, Lanchester, Armstrong Siddeley, Rolls-Royce, Bentley, Hummer, Riley, etc., cars 48-hour reconditioning and exchange service most models.—Arcot Engineering, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. (0121/R)

**J**ACK BARCLAY (SERVICE), Ltd. See page 133. (M1082/R)

**S**TEERING nuts stocks for all popular units sold.—Witham's, 16, Balham Hill, London, S.W.12. Battersea 3280. (0744/R)

**P**RESSELECTOR synchromesh Hydra-Matic Cotal, etc., repairs specialists, all guaranteed 48-hour service.—A.I. Garage (Incorporating Hartman Engineering), Childs Place Earls Court Rd., S.W.5. Fre. 8181. (0673/R)

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**P**M.B. Ltd., 80, Norwood High St., London, E.10. S.E.27. Gipsy Hill 3265.  
**E**NGINEERS in reinforced plastics, we specialise in repairs of reinforced plastic.  
**M**ANUFACTURERS of Metalfi body filler and repair kits. (0575/R)

**G**LASS-FIBRE specialists, all kinds of damage repaired, estimates free; Fibrenid kits for repairs, etc., as demonstrated on ITV 7/6 post free, 12/6, 24/7/6, 46 and 83/10 with full instruction; carriage free; all materials available separately; immediate despatch; full details gladly sent without charge.  
**W**ESTPOLE MOTORS, Ltd., 89, Bramley Rd., London, N.14. Pal. 8331. (0856/R)

**A**UTOPLAX glass fibre for building car bodies, hard tops, boats and repairing rusted door bottoms, wheel arches, boot lids, etc.; repair kits at 19/6, 32/6, 47/6, 86 and 83/10 with full instruction; carriage free; all materials available separately; immediate despatch; full details gladly sent without charge.  
**A** Barnett, Herts. Barnett 9147. (1034/R)

**B**ONDGLASS and Bondafibre makes rusted car bodywork repair easy; s.a.e. brings illustrated leaflet, price lists, etc.; available accessory shops, garages, if in difficulty direct; available by return 28-page illustrated booklet on car body construction, boat building, mould making, laminating, design, ideas, etc., 2/- post free.—Bondaglass, Ltd., 53-55, South End, Croydon. Cro. 1838/2446. (0120/R)

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## HOODS, SCREENS, CELLULOSE, ETC.

**J**ACK BARCLAY (SERVICE), Ltd. See page 133. (M1082/R)

**C**ELLULOSE and coach paint catalogue, 2d; "Car Spraying Handbook" 3/11; "Brush Painting Your Car" 1/-.  
**L** EONARD BROOKS, Ltd., Paint Mill, 19, Oak Rd., Harlow Wood, Essex. (0768/R)

**R**ODHOUSE, hoods, screens, tonneau covers, carpets, linings, re-covers post or at workshops.—84, Hillside, Harrow Rd. N.W.10. Egr. 6665. (0678/R)

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**H**OODS, tonneau covers, headlinings, carpets, upholstery repairs; first-class work.—Industrial Cover Co., 22, Queens Mews, Salem Rd., Bayswater, W.2. Bay. 7170. (0859/R)

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## PARTS AND ACCESSORIES, REPAIRERS, ETC

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**PCL** [0311/R]  
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**A&B**—London's leading brokers (cover note by return).  
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**BEST** cover at cheapest rates, bonus to 50%.

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**IMMEDIATE** cover and lowest terms available for all types.

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**WE** charge down to £2/3 (8hp) 9 and 10hp; guaranteed 45% cheaper return post service; cover note; 12hp £2/19; high prices are over; absolutely no silly letters or nonsense.

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**CHEAPEST** rates.—Premium payable monthly, quarterly or annually.—J. A. Harrison (Brokers), Ltd., Security House, 160-161, Bromsgrove St., Birmingham, 5, Midlands 2917, 2918 and 2919. [0428/R]

**CAREFUL** drivers only.—If upon renewal of your motor policy you have earned three or more years' No Claims Bonus, we can offer a 40% No Claims Discount upon transfer combined with lowest basic premium and excellent claims service.—Full particulars to:

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**MOTORISTS**, your premiums have now been increased; let us quote you competitive rates now or at renewal; special terms for Civil Servants, Teachers, Bank Officials, etc.; premiums by instalments.—Insurance Acceptances, Ltd., Insurance Brokers, 63, Broad St. Ave., E.C.2. London Wall 7641. [0429/R]

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**LOOSE** seat covers tailored for every make of car; transparent plastic with leather cloth surrounds, from £8/10; normal cloth loose covers from £11/7/6.

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**WHEN** ordering your loose covers send to Karobes who are actual manufacturers of these products; we offer you the widest fine selection of materials, leopard skin, ocelot, all wool luxury felt, authentic Scottish tartans, Bedford cord antique rug and Court-tail's exciting new rayons, also the famous Karobes' all-wool travel rug, write or patterns and particulars to: Karobes, Ltd., Queensway, Leamington Spa, Tel. Leamington Spa 8494-5. Export and trade enquiries invited. [0146/R]

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**KIRTON**, Honiton, Devon, and branches, stock parts for more than 1,000 models, including replacement pistons and parts for Jeeps; exporters and factors of new war surplus and second-hand components and accessories; write us for everything. [0420/R]

## PARTS AND ACCESSORIES

**JACK BARCLAY (SERVICE), Ltd.** See page 133. [M1082/R]

**WITHAM'S** for your spares at lowest prices.—18, Balham Hill, B.W.12. Battersea 3280. [0515/R]

**RENAULTS** spares, all models.—Welham, Renault Sales & Service, Surbiton Rd., Surbiton, Elmbridge 1873. [M4070/R]

**T. P. BREEN, Ltd.**—Dismantling Triumph Renown, Citroen 1947 and many others.—High Rd., Whetstone, N.20. Hillside 7741. [0915/R]

**DISMANTLING** Jaguar Mark VII, all spares available.—Merton Motors, Wythall Garage, Wythall, near Birmingham. Wythall 2130. [0373/R]

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**HUMBER, Hillman, Sunbeam-Talbot**; comprehensive range, prompt and efficient service.—Langney Motors, Ltd., main dealers, Langney Rd., Eastbourne, Tel. 7600 (5 lines). [0007/R]

**MODERN** car dismantling: 1949 Sunbeam-Talbot 9C 1953 Opel Rekord; 1953 Land-Rover; 1955 Volkswagens; 1948 Riley; 1,000 others; write for anything.—Motolympia, Spares Reclaimers, Oswestry, (Tel. 480). [0040/R]

**BURT'S** MOTORS have huge stocks of new and second-hand parts for all makes of cars, including Austin, Buick, Chevrolet, Chrysler, Dodge, Ford, Hillman, Hudson, Terraplane, ex-W.D. Humber, Lancaster 10 utility, Morris, Packard, Riley, Rover, Standard, Studenker, 1,000 others; Volvos, etc., linings, gaskets, king pins and electrical equipment, etc., and bushes, lamps, pumps, silencers, tools, tyres; S.W.19. Liberty 2661. [0418/R]

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**JOHN LANCASTER RADIATORS, Ltd.**, established 1918.

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**JLR**—S. London: 791, London Rd., Thornton Heath 1275.

**JLR**—E. London: 54, Farnham Rd., Meads Lane, Seven Kings 1633.

**JLR**—Hants, Ltd.: 264E, Havant Road, Drayton, Portsmouth. Cosham 79520.

**JLR**—Hants, Ltd.: 176, Florence Rd., Bournemouth Parkstone 3392.

**JLR**—Hants, Ltd.: 11, Albion Place, Southampton 22041.

**JLR**—East Anglia, Ltd.: Market Lane, King's Lynn 3900.

**JLR**—East Anglia, Ltd.: 89, Pottergate, Norwich 29083.

**JLR**—East Anglia, Ltd.: 20, Orchard St., Ipswich 51294.

**JLR**—East Anglia, Ltd.: Fairfax Rd., Colchester 2737.

**JLR**—Berks, Ltd.: 92, Audley St., Reading 55119.

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**GALLAY, Ltd.**, give immediate service in repair and rebuilding of all cooling and fuel tanks and wings, etc.—103-109, Scrubbs Lane, Willesden, London, N.W.10. Tel. Ladbrooke 3644. [0451/R]

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**JACK BARCLAY (SERVICE), Ltd.** See page 133. [M1082/R]

**IMMEDIATE** repairs to all makes of cars, mechanical and bodywork carried out by fully skilled staff.

**FOR** prompt attention write or phone.—Lancia (Eng.), Ltd., Ealing Rd., Alperton. Tel. Perivale 5656. [0182/R]

**A** XLESHAFTS RECOVERY Co. (Myers Process).—Consult the specialists if you have trouble with worn or broken axleshafts or axle casings, all types of spinning undertaken, hub rebuilding or resplining a speciality, all sizes inner or outer, excellent service.—Montrose Motors, Ltd., Wembley 2636/4443. [0766/R]

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**D** RAGOMAN detachable ladder carriers for saloon cars, estate cars or vans, also special racks made to customer's dimensions.

**CHROME** back rest with plastic threads; 65/-.

**OBTAINABLE** at your local garage or direct from Watney Motor Accessories Co., Ltd., Blaby Trading Estate, Glen Hills, Leicester. Tel. Wigston 2601. [0239/R]

**R** EGAL roof racks, Continental style wooden slats, smart, strong, rust-proofed, £5/19/6; collapsible model, £6/17/6; Regal twin-bar carrier, £4/10.

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**P** ORTAGRID telescopic roof rack, one model fits any car; £3/19/6.—Parr Equipment Co., Ltd., 20, Avonmore Rd., W.14 (opposite Olympia). Fulham 4211. [0114/R]

**B** ERKSHIRE Roof Rack first and foremost rack with flat luggage platform; standard models, A. £6/6; and B. £7/7; special convertible models and larger models for vans and estate cars; leaflet from:

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## ROOF AND REAR LUGGAGE RACKS

**ROOF** racks for hire.—Four Seasons Garage, 605, Kings Rd., S.W.6. Renown 4455. [1820/R]

**VICTORIA** roof rack for all cars, estate cars and vans, world's finest top carrier; prices from 75/-; obtainable from your garage.—Manufacturers: Victoria Motorcrafts, Ltd., Britain's leading roof rack manufacturers, 50, Vauxhall Br Rd., S.W.1. Vic. 2211. [0698/R]

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**L. T. DELANEY & SONS, Ltd.**, Vulcan Works, Edgware Rd. London, N.W.2. Tel. Gladstone 2201. [0318/R]

**CHRISTY'S** anti-shock felt safety caps, fully tested by road research laboratory, lovat or lawn shades, 37/6, post 2/-, or write for leaflet.—Abernethe and Son, 4, Ealing Rd., Wembley. [8910/R]

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**EXPRESS** REPLACEMENT SERVICE—wholesale and

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**WATFORD:** Balmer's Glass Merchants, Derby Rd., Watford. Tel. Watford 4268.

**SOUTHEAST:** Newton's (Essex) Glass Merchants, 4624/8, London Rd., Westcliffe-on-Sea. Tel. Southend 4624/8.

**ALL** the above are official Triplex stockists. [0024/R]

## D. W. PRICE

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**TRIPLEX** "while you wait" replacement.—British Steel Frame Co., Ltd., Shorefield 3272-4. See "Windscreens". [0142/R]

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**CAR** seats: special, full range, comprehensive range available to order; specifically luxury types for current Anglia Prefect, Consul, Zephyr, Zodiac, Hillman saloons, Austin A55, 105 saloons.

**C** with Restall or Reutter controls as appropriate. This service available for export if specified before vehicle leaves U.K.

**SEATS**, van rear passenger, floor top, Austin A55, Commer Cob and express delivery vans; complete sets to fit.

**S** A40, Thames 5-7cwt, Morris 5-7-10cwt; Commer 8cwt, Standard 6-10cwt; Bedford 10-12cwt, etc.

**S** EATS, cab-front bench, Austin A55, Thames 5-7cwt; Commer Cob series 1; Commer 8cwt; Bedford 10-12cwt.

**S** EATS, cab, single; comprehensive Austin, Morris, Thames range.

**Q** UALITY with speed from: Restall Bros., Ltd., Q 31-33, Floodgate St., Birmingham, 5. Tel. Vic. 1693-4440. [0946/R]

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**SEE** our advert under "Independent Suspensions".—A. H. Hobbs & Son. [0715/R]

**30/-**—Exchange reconditioned shock absorbers.—Witham's, 18, Balham Hill, London, S.W.12. Battersea 3260.

**ARMSTRONG** shock absorbers, main distributors for London and South—Parr Equipment Co., Ltd. (opposite Olympia), Fulham 4211. [0496/R]

**IF** it's Girling—it's Sparks; Girling damper main distributors.—John A. Sparks & Co., Ltd., Streatham Hill, S.W.2. Tulse Hill 3434. [0112/R]

**FOR** Rotoflo and Telford dampers the London main distributors are Shock Absorbers Service, Ltd., 364, Uxbridge Rd., Shepherd's Bush, W.12. See 4251. [0158/R]

**S** HOCK absorbers, guaranteed reconditioned exchange service; popular types 30/-; Woodhead-Munroe and Ancofield stockists; lists free.—Young's, 20-52, Tooting Bec Rd., London, S.W.17. Balham 7791. [0427/R]

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**S** ERVAIS straight-through silencers and assemblies improve the performance of all cars, fitted by leading manufacturers, no back pressure, more power.

**S** ERVAIS SILENCERS, Ltd., Ashford Rd., London, S.W.2. (Gla 0025), and Northampton (Tel. 10654)

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**S** PEEDOMETER cables.—20,000 in stock; any make or type; standard and hp; all cables guaranteed; send for 1959 list.

**T** HOS, RICHFIELD & SON, Ltd., 6, Broadstone Place, London, W.1. Wel. 402 (5 lines). [0070/R]

**S** PEEDOMETER SUPPLY CO., Ltd., repairs by return.—34, Shelton St., London, W.C.2. Established 1912. Covent Garden 2666-7. [0165/R]

## SPRINGS

**WEST LONDON** REPAIR CO., Ltd., Wm. 6316-7.

—Repaired or manufactured; all springs tested for rate of def.—56A, High St., Wimbledon. [0251/R]



## PARTS AND ACCESSORIES, REPAIRERS, ETC.

## SUPERCHARGERS

**ARNOTT** low pressure superchargers for instantaneous acceleration; complete sets with fitting instructions for all types of cars; or fitted at our works.—Carburetors, Ltd., Orange Rd., S.W.10. W.5501. [0177/R]

**SHORROCK**—the record-breaking superchargers; installations can be fitted at our works or supplied in kits, complete with all fittings, including carburettor; write for free catalogue and detailed information.—Shorrocks Superchargers, Ltd., Church St., Wednesbury, Staffs. Tel. Wednesbury 1061-2. Member of the Owen Organisation. [0235/R]

**GODFREY-NORDEE** (formerly Marshall-Nordec) Supercharger installations; increased performance up to 50% with complete reliability; no modifications to engine or body necessary; installations are fitted at our works or supplied in kits for Austin, Ford, Hillman, Morris, etc. Renault, Riley, Singer, Sunbeam, Wolseley; write for details; prices from £85.—North Downs Engineering Co., Ltd., Westway, Caterham, Surrey. Caterham 2955. [0755/R]

## TYRES AND TUBES

**VETERAN** headed edge tyres, new and unused.—Welham, Burbiton Hill Rd., Burbiton, Elmbridge 1873.

**COACHCRAFT** for unused remould tyres in Goodyear rubber.—(Dept. A), Elm Rd., Evesham, Worcs, Tel. Evesham 8745. [M1053]

**TYRE** sale, surplus stocks, cheapest remoulds in west; also 1,000 used tyres, tubes, wheels, modern and obsolete.—Cook, 589, Stapleton Rd., Bristol, 5. Tel. 58512. [0837/R]

**DEPENDABLE** and safe. Regent Remoulds now in stock in every size. Your sound castings not necessary but full allowance given if available. Free fitting and easiest H.P. terms of them all.

**FERRIS RUBBER** Co., Uxbridge Rd., Hillingdon, Middlesex. Tels. Uxbridge 5230/3914. [0865/R]

**BULL'S**—A tyre for every job, including John Bull, new and remoulds; free fitting; call or let us quote; let us remould your own covers.—Bull's Rubber Co., Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0774/R]

## TYRES AND TUBES

**SET** of 4 Michelin X tyres and inneres, 6.00-6.25-16, 1,000 miles since new, suit Allard or Jaguar saloon; £26 (£42 new).—Box 2951. [9383]

**WHEELS, DISCS, TRIMS, ETC.**

**TURNER & KNIGHT**, Southfield Paddocks, Pope Lane, Ealing, London, W.5. Eal. 4298. [0678/R]

**WHEELS**, discs, trims.—Wheel discs by "Style" in finest stainless steel; credit terms willingly.—Leaflets from Watford Motor Accessories, 332, St. Albans Rd., Watford. [0945]

## WINDSCREENS

**BRITISH STEEL FRAME** Co., Ltd., 205, Cambridge Heath Rd., E.2. Manufacture sports special and popular windcreens, sliding and fixed windows.—Shoreditch 3272-4. [0906/R]

## BUSINESS &amp; PROPERTY, SITUATIONS, BOOKS

## BUSINESS AND PROPERTY

**GODDARD & SMITH,**

**PROFESSIONAL** advisers and valuers to the motor industry for the sale or purchase of all types of garage businesses and premises throughout the British Isles.

**URGENTLY** required on behalf of clients, premises having about 6,000 square feet of covered space with a petrol filling station, in the following locations: London, St. Albans, Southampton, Stockport, Ayr, Glasgow and Cheshire; suitable sites would be considered; full details in confidence.

**SOUTH LONDON:** Freehold commercial and workshop premises covered area about 10,800 square feet, ancillary stores about 4,000, all facilities, includes leasehold shop premises; price £28,500 S.T.C. with plant and equipment.

**ESTABLISHED** concern operating with the benefit of a main Ford agency—South England, for sale.

**KENT:** Unique opportunity to acquire a long established business, Austin stocking agency, showroom, workshop, spray shop, offices, etc., petrol sales about 50,000 galls p.a., capable of increase; price freehold £17,500 s.a.v. [01750/R]

**MOTORS** factors—est. 25 yrs., battery service and accessory business, main road position, shop, workshop, offices, stores, etc., valuation 6,000 sq. ft., turnover £21,207; price freehold £14,750.

**KENT—Motor eng. co., p.f. station, 1,000 galls p.a., modern premises include showroom, workshop, office, cafe, total covered area about 5,600 square feet, d/house of 7 rooms, etc.; freehold £9,500 s.a.v. only.**

**KENT—Buy town, garage business with showrooms, 2 workshops, etc., net profit about £2,500; long lease £15,000 s.a.v. only.**

**GODDARD & SMITH, 22, King St., St. James's, London, S.W.1. Wnl. 2721 (20 lines).** [0053]

**JAY RICHARDS & PAGE** offer:—

**SOUTH-WEST LONDON:** Garage/showroom premises, rent £950 p.a.; £1,000 all at.

**SURREY:** Garage/filling station, throughput 120,000 g.p.a., 96ft frontage, rent £2,000 p.a.; £12,500 s.a.v. [0137/R]

**SOUTH-EAST LONDON:** Car sales business, 35ft frontage, ground floor display for 10/12 cars, t/o £8,000 net p.a. living accommodation; £3,000 freehold, plus s.a.v.

**JAY RICHARDS & PAGE, Specialist Agents to the Motor Industry, 47, Market Park Cres., Edgware, Middlesex. (Edg. 5535/5700.)** [9218]

**ANTHONY D. LEWIS & Co., offer for sale:—**

**HANTS/Surrey Borders:** Modern petrol filling station, showrooms, workshops and detached bungalow, main road, throughput approx. 25,000 g.p.a., 60,000 g.p.a., Austin agency, profits in excess of £3,000, freehold £15,000, s.a.v.—Ref. 2195.

**COTSWOLD:** Modern petrol filling station, workshops, general store, bungalow and additional plot of land with planning permission for petrol site, petrol garage nearly 1,000 per week, present frontage 200ft., new site, 400ft. frontage, excellent equipment; freehold £13,000, s.a.v.—Ref. 2196.

**ANTHONY D. LEWIS & Co., 95, High St., Esher [M2071]**

**KEEN GARAGE BROKERAGE, 4, Quex Rd., N.W.6. [0137/R]**

**KEEN** for garages, Land's End/John o' Groats, £5/150,000; maximum loan facilities.

**KEEN, Maidva Vale 0151 (5 lines).**

**JOHN ANDERTON & Co., Specialist Agents to the motor trade, 154, Bedford Rd., Birkhead.**

**MID-CHESHIRE:** Magnificently sited garage, filling station and ironmongery business; free station; gallonage 30,000 per annum; good turnover and profits, constantly increasing; attractive business with considerable potential; £16,000 plus, s.a.v.

**SOUTH CHESHIRE:** Attractive petrol filling station and general stores; ample room for expansion; detached house and shop; beautifully appointed; 2½ acres land; splendid opportunity; 26,000 gallons p.a.; shop takings £70 p.w.; £5,000 plus; s.a.v.—Tel. Rye Ferry 4214-4215. [9309]

**CHRISTIE & Co., the recommended West Country specialists offer:—**

**SOMERSET:** 3-pump garage (no repairs, no petrol tank); 22 lock-ups plus cover for 60 cars; vast open court; 2 houses (possession given); freehold £11,000.

**CHRISTIE & Co., St. Stephen's House, Exeter 59371. [9221]**

**A. H. LANSLEY, Premier House, 36, Caversham Rd., Reading (Tel. 50271-2), business transfer specialists and valuers to the trade since 1890. [0477/R]**

**PETROL** central petrol station 45 miles from London; fine premises with s/c flat; not yet fully developed—53,600 galls since opening 6 months ago; potential 125,000; £13,000 freehold (possible loan £6,000).—A. H. Lansley above. [9220]

**MOTOR** showroom, fully equipped, agency, suitable for quality cars, main Edgware Road, good position; will accept reasonable offer.—Box 2920. [9356]

## BUSINESS AND PROPERTY

**MESSRS. GLADDING, SON & WING, Chartered Surveyors, Auctioneers and Valuers, Gordon House, 142, Ship St., Brighton, 1 (Tel. 23284), offer the following:—**

**DETAILS** of garage businesses and petrol filling stations, all parts of the British Isles, for particular enquiry.—Gladding, Son & Wing, as above. [M2021A]

**SYMON-KEEN, Ltd., specialist consultants to the motor industry, have a comprehensive selection of motor businesses to offer throughout Great Britain.**

**SYMON-KEEN** offer garage filling station, general store, offices, beautiful rural location, 140 acres, together with an opposing site with planning consent as filling station; combined potential about 150,000 g.p.a.; modern bungalow adjacent to general store; splendid family concern with vast scope for increase; freehold £10,500, s.a.v.; large mortgage available.—Folio 1215.

**SYMON-KEEN, Ltd., 54-62, Regent St., Piccadilly Circus, W.1. Regent 7616 (5 lines).** [M4136]

**LINCOLN & Co., of 9, Hanover Sq., London, W.1. (Tel. Grosvenor 6801-10 lines), and at 178, Holdenhurst Rd., Bournemouth. (Tel. Bournemouth 351-5 lines), offer for sale:—**

**MIDDX:** Superior freehold filling station, car sales, prominent main road site, lucrative car sales business, petrol sales 125,000 p.a. (short time), 6-car show-room, offices, spacious workshop, popular car agencies, turnover £150,000, cert. accounts, a lucrative and sound investment; £40,000 s.a.v. freehold.—(Folio H5219) Apply Lincoln & Co.'s London offices above.

**KENT:** Superior freehold filling station car sales, prominent main position, favoured town, present hands 38 years, 150ft frontage (premises rebuilt 1936), excellent workshop, fully equipped, attractive petrol showroom (2 stocking dealerships), 3 modern pumps, not tied; detached house on site; 5 bedrooms, 2 reception, petrol sales 30,000 gallons per annum (un-tied); personally inspected; bargain, £14,000 s.a.v. freehold.—(Folio H3264.) Apply Lincoln & Co.'s London offices above.

**HAMPSHIRE:** Outstanding filling station/garage, unique trading position, developing town, excellent forecourt, 4 new computer pumps, showroom, workshop, family accommodation throughout 73,000 sq. ft., oil 1,400 galls. p.a., fully audited accounts, tremendous potential, sound proposition; £17,500 s.a.v.—(Folio B5514.) Apply Lincoln & Co.'s Bournemouth office above.

**CAFE**, main trunk road, with planning permission granted for filling station, £4,000 or near offer.—Listeux Cafe, Arrington, Nr. Royston, Herts. Tel. Arrington 339.

**GARAGE** petrol-station, 2.3 electric, Kent coast, well equipped, established 12 years, scope development, retiring, stock, plant, equipment, lease; £2,450.—Box 2854.

**COUNTRY** petrol station and cafe, main road, Lewes & Seaford Eastbourne; petrol 42,000 g.p.a., 200ft frontage; freehold; £6,250.—Walker, Adams & Co., St. Johns Rd., Tunbridge Wells. Tel. 22264. [M4119/2]

**NORTH Lincs:** Freehold garage/filling station, 3 pumps, 50,000 g.p.a., repairs; 6-roomed bungalow, acre site on A road; price £9,500 s.a.v.—D. B. Houghton, Stallingborough Rd., Healing, Grimsby. [8618]

**HUSSEY'S, Chartered Auctioneers and Estate Agents, 17, Gandy St., Exeter (Tel. 74002-5); agents and valuers to the motor trade, offer a wide selection of garages and filling stations throughout the West.** [0776/R]

**GOY & RICHARDS, Ltd., the Motor Industry Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 39, High St., N.W.3. Tel. Hampstead 4614. [0546/R]**

**GARAGE** and petrol station, A28, Ashford/Hastings; 6 pumps; 200ft frontage; modern showroom, large repair shop, brick bungalow; petrol 60,000 g.p.a.; freehold; £2,000.—Walker, Adams & Co., St. Johns Rd., Tunbridge Wells. Tel. 22264. [M4119]

**VILLAGE** garage and petrol station near Cranbrook, Kent; petrol 35,000 g.p.a.; no opposition; 4-bedroom house, bathroom, large garden; lease rent £75 p.w.; price £2,500.—Walker, Adams & Co., St. Johns Rd., Tunbridge Wells. Tel. 22264. [M4119/1]

**OLD** est. garage/motorcycle business (dealer/main agencies), large modern town; extensive freehold premises; fully equipped workshops, offices, lock-ups, showroom and detached house; t/o £17,000; £7,000; full particulars.—Box 2781. [8954]

**NORWICH** (8 miles).—Filling station cum smallholdings, main road site, large forecourt with two petrol pumps, room for more; large modern bungalow built 1955, 50 acres suitable pigs, poultry, etc.; freehold £5,950.—Opsons, 35, Prince of Wales Rd., Norwich. [9345]

**COVENT** Sussex area, main London Road, near popular coastal resorts, two-acre site (untied) with extensive frontage, lovely house, grounds, throughput about 80,000, t/o some £50,000, showing over £3,000 net, and capable of great expansion; valuable agencies; forced sale £23,500 (high mortgage).—Box 2905. [9303]

## BUSINESS AND PROPERTY

**BOURNEMOUTH** (near), garage, unopposed, important military camp; 2 pumps, fully equipped workshop, 18 lock-ups; turnover £11,000, retirement; £6, 8s. freehold.—Rumsey & Rumsey, Bournemouth. [9228]

**Business and Property Wanted**

**PRIVATE** purchaser seeks garage business with extensive space for repair/reconditioning and spraying small trucks with area development considered; outer London, Surrey/Sussex preferred; details treated with strict confidence.—Box 2563. [8349]

**REQUIRED** by private purchaser, garage/filling station with spacious premises, showroom, office and/or space for development; suitable for partial use light manufacturing; preferably South London/Surrey/Sussex/Kent/Hants area; replies treated with strict confidence.—Box 2857. [9287]

**EX** car sales director anxiously seeks country garage/filling station, prefer Surrey/Sussex or coastal areas, accommodation desirable but not essential, general garage conducting petrol sales, repairs and/or car sales preferred; replies treated in strict confidence; quick completion essential; immediate cash £10,000.—Please Quote Mr. G. P., Ref. 2217, Lincoln & Co., 9, Hanover Sq., London, W.1. Tel. Grosvenor 6801. [9269]

## SITUATIONS VACANT

**CHEERFUL**, efficient car-salesman wanted for busy Bournemouth showrooms; please write giving details of sales record and present remuneration.—Box 2918. [92178]

**CAR** salesmen required by progressive Ford main dealers; good opportunity for right man; write fully to Mr. G. P., Ref. 2217, Lincoln & Co., 9, Hanover Sq., London, W.1. Tel. Grosvenor 6801. [92171]

**AMATEUR** or professional part or full time car salesman (business-selling experience not essential; London and provinces; good returns.—Box 2903. [9301]

**WANTED**, fully experienced motor mechanic, knowledge Vauxhall-Bedford vehicles; good salary and accommodation if required.—Attwoods Garage, Ltd., Stafford. [9368]

**OPPORTUNITY** for keen, conscientious salesman; leading caravan distributors; write giving age, experience and salary required to—Whiteley and Cray, Werrington, Peterborough. [9231]

**CAR** and light commercial vehicle salesman required by West Country Austin distributors, first-class salary and commission; only experienced men apply.—Apply Box 2873. [9244]

**WORKS** manager required by reputable North London Garage, experienced all departments, able to estimate and control labour and costs; excellent salary and prospects.—Box 2880. [9362]

**SALES** manager required by large used car dealers, London area, age 30-40, previous experience in this capacity essential; salary in region £2,500 plus; please write fully to Mr. G. P., Ref. 2217, Lincoln & Co., 9, Hanover Sq., London, W.1. [9241A]

**EXPERIENCED** salesman required with full knowledge of high-class car salesmanship; age 40-50; this position offers advancement to executive position; write station salary and full details to Box 2769. [9237]

**EXPERIENCED** storekeeper required for Vauxhall/Bedford dealer—Feltham area; good prospects and excellent living accommodation (recently erected) available to first-class applicant.—Apply Box 2906. [9304]

**FULLY** experienced first-class car salesman required by S.W. London firm of new and used car dealers, must be well educated and of good appearance, excellent prospects; write giving full history, salary and commission required.—Box 2584. [92171]

**WORKING** auto electrical foreman to take complete charge of department; knowledge of radio installation and repair; must have experience of costing and customer reception; permanent position with good conditions and salary; holiday arrangements honoured.

**LINDSAY BROS., Ltd., 923-925, High Rd., North Finchley, N.12. Tel. Hil. 1022. [9233]**

**CAR** showroom sales manager required for new service development in Walthamstow, give details of experience, age, salary required; all applications treated in strictest confidence.—Write Box J.977, W.P.S., Thavies Inn House, Holborn Circus, E.C.1. [9249]

**STOREKEEPER** required for main dealers modern store in Hertfordshire; knowledge of Vauxhall and Bedford spares an advantage; wonderful opportunities for advancement for capable man; generous remuneration; also will train suitable applicant.—Box 2790. [92179]

**SERVICE** manager required by Rootes Group Distributors—cars and commercial vehicles; must be experienced administrator and used to working in the larger type of establishment; state briefly age, experience, present salary.—Anchor Motors, Victoria Road, Chester. [9283]

**WORKS** manager required for busy modern-size workshop handling multi-makes in N.W. Midlands; must be competent engineer and fully qualified to take complete control of department with minimum of supervision; apply stating age, experience, qualifications and salary expected.—Box 2860. [9237]

## BUSINESS &amp; PROPERTY, SITUATIONS, BOOKS

## SITUATIONS VACANT

**MANAGER** for new service station, knowledge of car sales and hire essential, good salary and commission.—Box 2843. [1919]

**SALES manager** required by Vauxhall and Bedford main dealers, Bristol suburb, applicants must have a wide experience of new and used cars and commercial retail selling; excellent opportunities and terms of employment including profit sharing scheme, non-contributory pension scheme and transport provided.—Apply Box 2770. [18938]

**SALES manager** required by Jaguar distributors situated in South West of England; extensive previous experience in used car sales, sales promotion and advertising essential; substantial remuneration to the right man who will be required to produce evidence of highly successful sales record and organising ability; apply by letter to Sales Director.—Box 2858. [19236]

**CAR Sales Manager** required by large progressive garage in N.W. London, holding Ford and Singer franchise, applicants must be fully experienced in the motor trade and have previously held a similar position (preference given to those with Ford main dealer experience); salary £1,500 p.a. plus commission; only men capable of earning £2,000 p.a. and over need apply.—Box 2861. [19239]

**WORKING foreman motor fitter** required for general repairs and complete overhaul to all makes of cars, able to estimate and control labour and costs, new workshop building, good prospects of promotion, salary and bonus offered to applicant who must have had previous similar experience, 5-roomed cottage available.—Write in first instance to P. G. Moore, Moores Garage, Otter-haw, Surrey. [18978]

**WEST MIDLANDS B.M.C. Distributors** have a vacancy at one of their branches for a general manager, applicants should be between 35-45 years of age, and have held either a similar position or a salesmanship at distributor or dealer level; only those with highest references and proven record should apply; good salary, commission, pension scheme; all applications will be treated in strict confidence.—Apply Box 2854. [19202]

**SKILLED mechanic** required by dealers in Rolls-Royce and Bentley cars in Chicago suburbs, preferably one who has been employed in construction of current models. Average pay \$2.40 to \$2.50 per hour on a 45 hour week, plus time and half for overtime. Six paid holidays and vacation time is cumulative; the company also runs an optional medical insurance plan. The clean and well equipped shop is situated in a pleasant residential community.—Please write Box 2814. [19111]

**FLEET sales manager** for well known motor agent's S.E. London and N.W. Kent areas; complete B.M.C. car range and Austin commercial; must be over 30 years of age with first-class business experience of the motor trade, excellent personality and be able to negotiate at top management level with confidence; four figure salary plus commission, expenses, and car; write giving full personal particulars and details of education, qualifications and experience.—Box 2856. [19234]

**DAGENHAM MOTORS, Ltd.**, require a commercial vehicle salesman for S.E. London, this is really an excellent opportunity for the hard worker, salary, commission and expenses will be paid and a car will be provided; the position carries a pension and life assurance; the man chosen should be under 40 and must be keen and ambitious with experience in selling commercial vehicles.—Send details of past experience by letter, which will be treated in strict confidence, to Sales Manager, 300, Norwood Rd., London, S.E. 27. [19166]

**MOTOR insurance claims assessor**—The agents for one of the leading insurance companies in West Africa require a claims assessor; sound motor repair experience essential; practical knowledge of insurance claims settlement an advantage; age preferably between 30 and 35; this post will entail considerable travelling, therefore single man preferred; salary according to qualifications and experience, but not less than £1,250 per annum; terms of service include free passages for member and family, free accommodation in West Africa, pension fund, free medical attention and family allowances; tours are about 22 months followed by home leave on full pay.—Apply, giving full details of qualifications and experience, to Box 2932. [19398]

## SITUATIONS VACANT

**CAR & commercial vehicle salesman** required; Ford distributors in Kent; state experience and salary required.—Box 2859. [19206]

## SITUATIONS WANTED

**SALESMAN** aged 25, experienced in selling new and used cars, requires position in Heris, Middle or North London.—Box 2845. [19199]

**SALESMAN**, fully experienced in new and used car sales, well educated, seeks position with established firm.—Box 2853. [19204]

**WORKS manager**, desires change, aged 40, capable of costing estimating, accounts, sales, present salary £1,050.—Box 2852. [19203]

**B.M.C. salesman**, 16 years experience new and second-hand sales with distributors, seeks change, preferably Home Counties.—Box 2897. [19553]

**MOTOR sales**, very experienced trader offers services to sound concern as manager, buyer, credit and finance supervision, etc., responsible, go anywhere, many connections, good appearance.—Box 2846. [19200]

**SCOTTISH transport foreman** (38), married, wishes similar post, three years superintending maintenance, and all administrative work in Ghana, all aspects of trade known, housing accommodation required.—Box 2886. [19266]

**SALES manager** seeks change, present position senior salesman, 30 years in trade, used to large and small volume of sales, new and used cars and commercials all makes, staff control, sales promotion, integrity; West London area preferred.—Box 2918. [19354]

## Books Wanted

**WANTED**, bound vols. or loose copies of The Autocar between 1912-1939.—Box 2548. [18262]

## HOTELS, ETC.

**LITTLE Guide to Village Inns, Farms, Hotels on and off the beaten track round Britain's coast and countryside**; 5/- posted.—From Victor Hilton, Sundial House, Torquay. [4871]

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[0259/R]

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By direction of the Liquidator, M. E. Fulley, Esq., Re:—Stamford Haulage Ltd.

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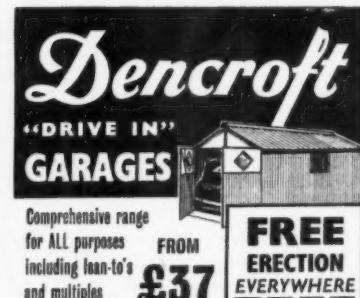


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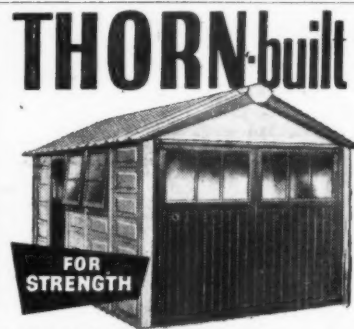
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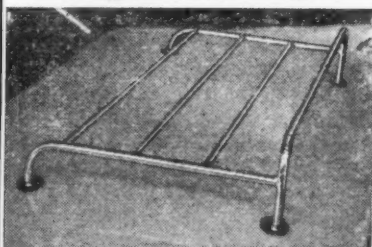


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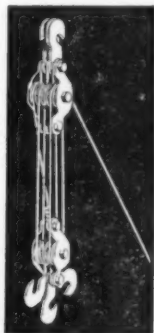
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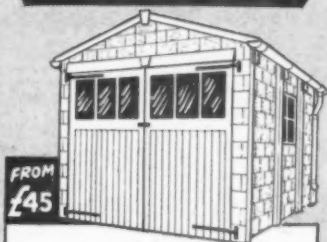
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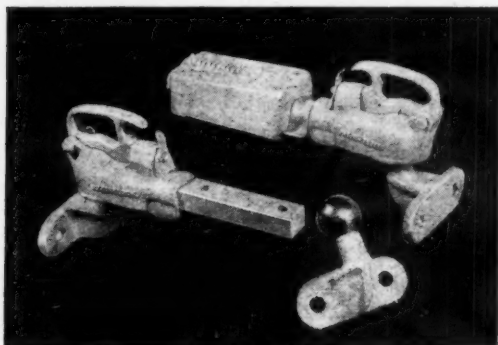
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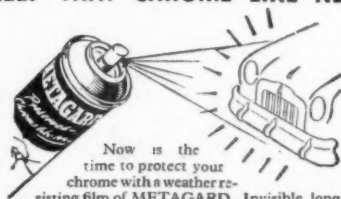
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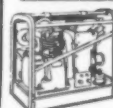
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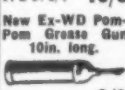
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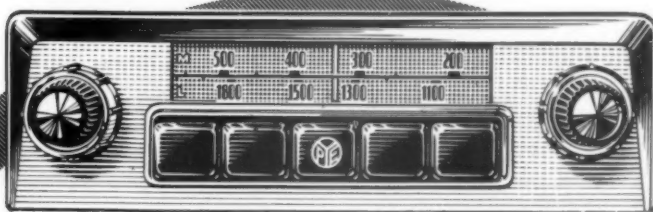
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